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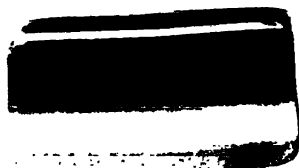
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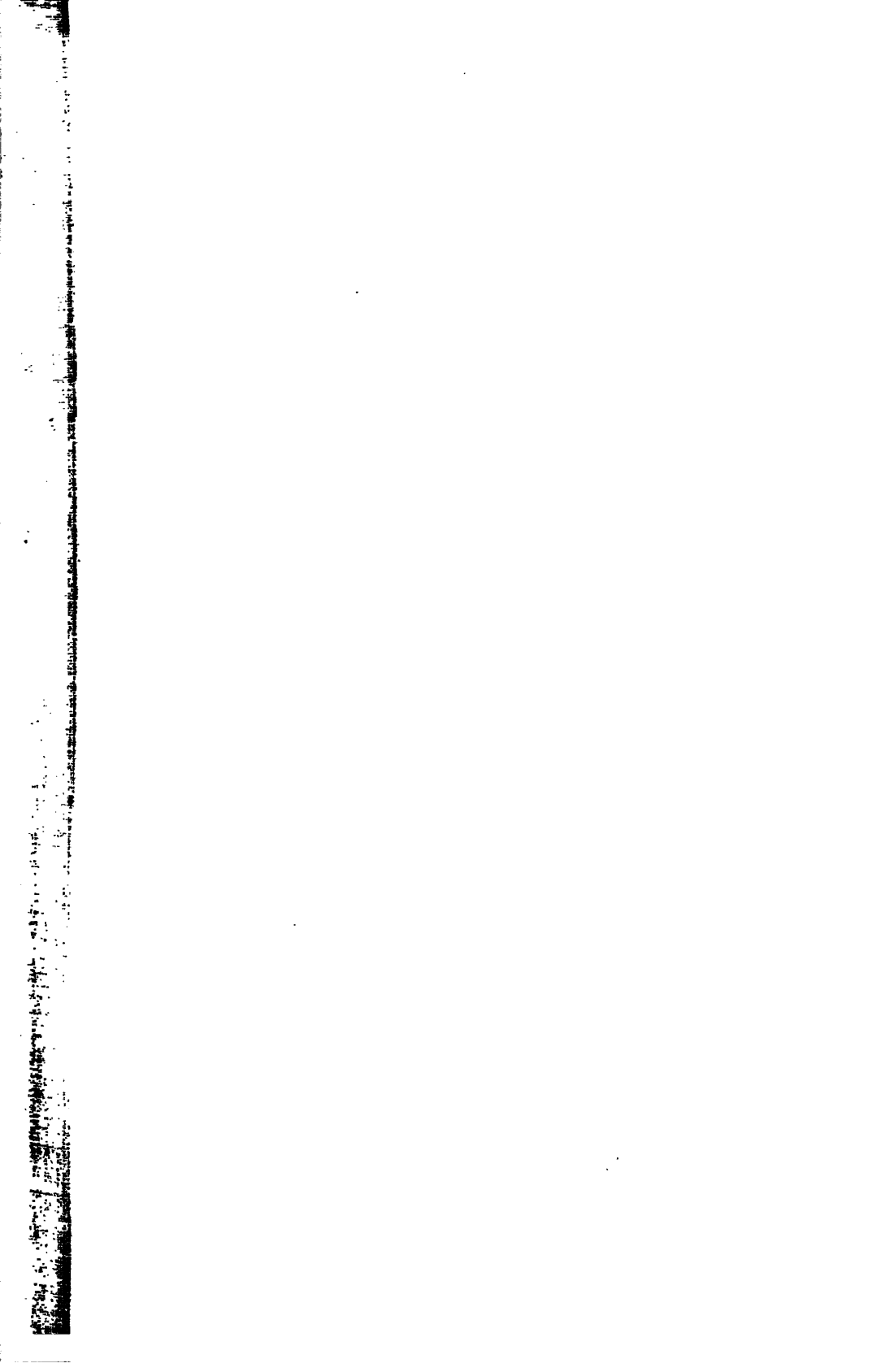
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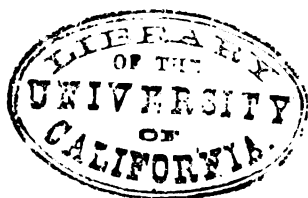
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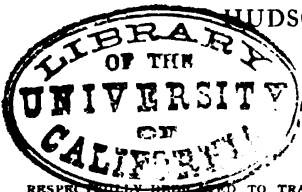
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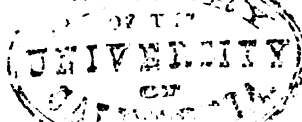
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NEW YORK

50428



"AMERICA'S GREATEST RAILROAD."

THE TOURIST ROUTE OF AMERICA.

"To breathe the glory of the taintless air
With pleasurable pantings of the blood,
To wander over sweetly smelling fields;
To lie upon the heathery slopes and dream—
To dream, to plan, to picture."

—Robert Buchanan.



THE MAIN LINE of the New York Central & Hudson River Railroad extends from New York City to Buffalo, 440 miles, traversing the eastern and middle portions of the Empire State from the Atlantic Ocean to Lake Erie. It is the only railroad, terminating at the harbor of New York, which reaches the Great Lakes over the territory of a single State, and is the only one having stations on Manhattan Island, or whose rails reach the waters of Long Island Sound.

So much has already been said about the peculiarities of the Hudson River Division that to detail them here would be superfluous. Leaving Grand Central Station, in the center of the city of New York, it passes over the most perfect urban tracks in America, crosses the Harlem River on an iron bridge, follows that stream and Spuyten

Duyvil Creek, which forms the northern boundary of Manhattan Island, until it reaches the Hudson, where it joins the original tracks, extending along the river's bank to the heart of the business portion of the city, now used for freight trains and for local passenger travel south of Spuyten Duyvil.

Having escaped from the boundaries of the metropolis at Yonkers, it hugs closely the eastern shore of the American Rhine—through tunnels, piercing mountains, and over bridges spanning numerous streams—past cities, towns and villages, many of them celebrated over more than one continent—never practically deviating from the dead level of tide flow along its margin, until it crosses the mighty river and enters the capital of the State, 142 miles from its point of departure. In addition to a double track throughout, the Hudson River Division has about thirty-five miles of third track and 105 miles of sidings.

Ferry connections are made at Tarrytown for Nyack; at Garrison for West Point; at Fishkill for Newburgh; at Rhinecliff for Kingston, and the Ulster & Delaware Railroad through the Catskills; and at Catskill Station for the village of Catskill, where connections are made with the Catskill Mountain Railroad and the new Otis Elevating Railway for Catskill Mountain resorts. At Dutchess Junction connections are made with the Newburgh, Dutchess & Connecticut Railroad; at Fishkill with the New York & New England Railroad; at Poughkeepsie, with the Philadelphia, Reading & New England and the Poughkeepsie & Eastern Railroads; at Rhinecliff, with the Philadelphia, Reading & New England Railroad; at Hudson, with the Hudson and Chatham Branch of the Boston & Albany Railroad, and with the Kinderhook & Hudson Railway; at Albany, with the Boston & Albany Railroad; and at Troy, six miles above Albany, with the Hoosac Tunnel Route into Massachusetts. Connections are also made at Troy with the lines to Montreal and Canada; to Saratoga; to the Adirondack Mountains and through Vermont and New Hampshire, to the White Mountains.

At Albany the line turns almost due west, and follows the natural route of communication between the Hudson and Lake Erie. The only heavy grade, and that insignificant when compared with those on other lines, occurs between Albany and Schenectady, where the Mohawk & Hudson Railroad found it necessary to commence operations with inclined planes, but this is soon overcome, and the valley of the Mohawk is reached at Schenectady, this beautiful river being followed for ninety-two miles to near the city of Rome.

At Schenectady connections are made with a branch line of the Delaware & Hudson Railroad for Saratoga. At Fonda, forty-four miles west of Albany, connections are made with the Fonda, Johnstown & Gloversville Railroad, extending to Northville. Wellstown, Sacandaga Lake, Lake Pleasant, Batchellerville, Huntville, Day, Luzerne and Benson are among the many attractive Summer resorts reached via this line.



SPUYTEN DUYVIL, SHOWING TRACKS OF THE NEW YORK CENTRAL—MAIN LINE AND 30TH STREET BRANCH
AND ENTRANCE TO THE HARLEM RIVER SHIP CANAL; PALISADES IN THE DISTANCE.

Herkimer, thirty-seven miles further on, is one of the junction points with the new Adirondack Division, but the through trains from New York and the West to points in the Adirondack Mountains and Montreal now run by way of Utica. The Adirondack Division extends through the heart of the Adirondack wilderness, rendering easily accessible all the famous resorts of this region and affording a direct through car route from all points east or west to Montreal, Quebec and Ottawa. Connections are also made at Utica

with the Rome, Watertown & Ogdensburg Railroad for the Thousand Islands, and with the Delaware, Lackawanna & Western Railroad for Richfield Springs, Norwich and Binghamton.

We touch the waters of Oneida Lake at Canastota, and at Syracuse, thirty-eight miles farther, Onondaga Lake is reached. Both of these lakes are drained into Lake Ontario by the Oswego River.

Skirting the Seneca River and its tributaries, which drain Seneca, Cayuga, Owasco and Skaneateles Lakes into the Oswego River, the line reaches Rochester, on the Genesee River near Lake Ontario, eighty-one miles from Syracuse. The mountain range, which bars the continent from near the Canadian border down to the waters of the Gulf of Mexico, and which is such a serious barrier to every other line of railroad connecting the Atlantic seaboard with the Mississippi Valley, is imperceptibly passed at Little Falls Station, midway between Albany and Syracuse, where the Mohawk flows through a natural break in the chain. From Rochester the main line runs direct to Buffalo, sixty-nine miles distant, while a second line runs, by way of Lockport, to Niagara Falls and Suspension Bridge, connecting there with the Canada railroads, and thence to Buffalo. Between Albany and Buffalo there are four tracks on the main line, and most of the branches have double tracks.



STATUE OF LIBERTY, NEW YORK HARBOR.

At Buffalo the New York Central & Hudson River Railroad unites with the Lake Shore & Michigan Southern Railway which runs through Pennsylvania, Ohio and Indiana, with branches penetrating all portions of Central and Southern Michigan, to Chicago, Illinois. At Cleveland the Lake Shore line connects with the Cleveland, Cincinnati, Chicago & St. Louis Railway, "Big Four Route," reaching all the cities named, and, by connections, every portion of the Mississippi Valley. At Dunkirk the Dunkirk, Allegheny

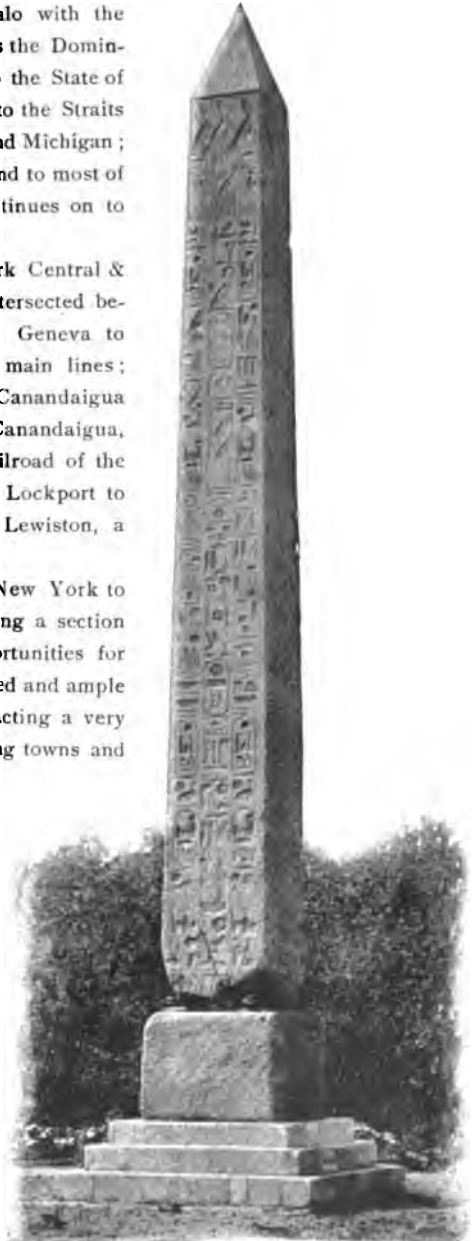
Valley & Pittsburgh Railroad, one of the lines leased by the New York Central & Hudson River Railroad Company, connects with the Lake Shore.

Connections are also made at Buffalo with the Michigan Central Railroad which traverses the Dominion of Canada for 226 miles; crosses into the State of Michigan at Detroit; extends northward to the Straits of Mackinac which unite Lakes Huron and Michigan; throws out branches to Toledo, in Ohio, and to most of the important towns in Michigan, and continues on to Chicago and Joliet, in Illinois.

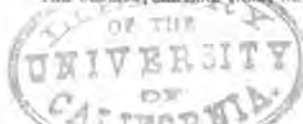
Minor branch lines of the New York Central & Hudson River Railroad Company are intersected between Albany and Buffalo as follows: Geneva to Lyons, connecting the Auburn and the main lines; Rochester to Charlotte, on Lake Ontario; Canandaigua to Buffalo, via Batavia; Rochester to Canandaigua, connecting with the Northern Central Railroad of the Pennsylvania System; Batavia to Attica; Lockport to Tonawanda, and Suspension Bridge to Lewiston, a port on Lake Ontario.

The Harlem Division extends from New York to Chatham, a distance of 127 miles, traversing a section of great natural beauty and rich in opportunities for development. Possessing a superb road-bed and ample train service, the Harlem Division is attracting a very desirable element to locate in the thriving towns and villages located in Westchester County within from fifteen to fifty minutes of Grand Central Station. It is also the direct line to Lake Mahopac, the Litchfield and Berkshire Hills, and during the season runs fast special trains with Drawing-room and Buffet Cars through without change.

The Putnam Division (formerly the New York & Northern Railway) traverses for nearly sixty miles a region of great natural attractiveness, and containing many beautiful homes. It connects with the Manhattan Elevated Railway System (Sixth and Ninth Avenues) at 155th Street, its New York



THE OBEHISK, CENTRAL PARK, NEW YORK CITY.



terminus, and runs north through Westchester and Putnam Counties to Brewster, with a branch to Mahopac Mines. It also possesses a fine double-track line to the city of Yonkers, and maintains a convenient service of rapid transit trains between New York and Yonkers. Occupying a position about midway between the Harlem Division on the east and the Hudson River Division on the west, the Putnam Division will prove an important factor in the development of the great region north of and tributary to the metropolis, which to-day offers unequalled advantages to persons in search of a suburban home. The points it touches in common with the Harlem and Hudson River Divisions find their facilities greatly improved by the harmonious operation of both lines, and the result must be additional prosperity for all interests.

The New York Central has recently leased the Rome, Watertown & Ogdensburg Railroad, which reaches directly and by its own lines all of the Summer pleasure resorts in Northern New York, the Western and Northwestern Adirondacks and along the St. Lawrence River, and by its direct and immediate connections furnishes the shortest and most desirable route to the Lower St. Lawrence, the Saguenay, the White Mountains, the sea-shore resorts of New England, and the Maritime Provinces. The main line of the Rome, Watertown & Ogdensburg Railroad extends from Niagara Falls to Massena Springs, 301 miles, skirting the south shore of Lake Ontario and penetrating the finest farming section of the State. Important branches of the Rome, Watertown & Ogdensburg Railroad extend from Utica, connecting with the main line of the New York Central to Clayton, 109 miles, and to Ogdensburg 134 miles; from Richland, the converging point of the Rome, Watertown & Ogdensburg System to Rome, forty-one miles, where connections are also made with the New York Central; from Syracuse to Oswego (the Phoenix Line) thirty-six miles. Minor branches extend from Lewiston Junction to Lewiston, four miles; Syracuse to Sandy Creek, forty-four miles; Watertown Junction to Cape Vincent, twenty-four miles; DeKalb Junction to Ogdensburg, nineteen miles; Rochester to Windsor Beach, seven miles; Carthage to Sackett's Harbor, thirty miles; and Clayton to Theresa Junction, sixteen miles.



THE HISTORIC HUDSON RIVER.

NEW YORK TO ALBANY.

THE TOURIST, whose point of departure is Grand Central Station in the city of New York, possesses advantages which are unequalled in this country, and, probably, in the world. No matter what the motive of his journey may be—whether he be in search of health, recreation, social enjoyment, or all combined, he is able from this point to carry out his plans at a minimum expenditure of time, trouble and money. The most powerful engines, the most handsomely equipped and comfortably appointed coaches, the most solid of road-beds, the most perfect and complete block signal system in the world, and the most thoroughly organized system of railway transportation, insuring at once speed, safety and comfort, are at his disposal. Nor can he from any other point find such easy access to so great an aggregate of varied attractions. Does he long for the combined beauties of hill and dale, mountain and stream? He finds them all at the very outset of this journey, as he is borne along the banks of the world-famed Hudson.



NEW YORK CENTRAL LIMITED TRAIN PASSING THE HIGHLANDS.

Does he find a peaceful enjoyment in the silence of pathless forests, or in floating upon the bosom of placid lakes? If so, the wilds of Northern New York will fill the cup of his desire to overflowing. Is he charmed by the majestic grandeur of lofty mountains and deep gorges? Let him hasten to the Adirondacks or the Catskill Mountains. Is he a disciple of Nimrod or

Izaak Walton? The North Woods and the St. Lawrence will give him a joyful greeting. Does he seek social intercourse and renewed vigor, or is he an invalid in quest of restored health amid peaceful and attractive surroundings? Saratoga, Richfield, and Sharon Springs throw wide their portals and bid him enter. Each and all of these famed resorts, and many others almost equally delightful, can be reached in a marvelously short time, without fatigue, by the tourist who seeks the comforts and luxuries which have been provided for his use by the New York Central & Hudson River Railroad Company.

When the traveler has comfortably ensconced himself in the palatial coach from which he need not emerge until his destination is reached, he has nothing to do but enjoy to the fullest extent his luxurious surroundings. A shout of "All aboard!" from the conductor, and a moment later the long train is gliding out of the magnificent station to the measured rhythm of the engine's bell. It creeps slowly along the steel pathway which is guiding it from the heart of the busy, feverish metropolis to the cool woods and green fields for which those whom it is bearing away from the city's noise and hurry are so earnestly longing. Soon the iron steed crosses the shallow but sparkling Harlem, and then follows its course until its waters mingle with those of the majestic Hudson. Quicker and quicker becomes the breathing of the engine; faster and faster grows the easy, gliding motion of the train, as it rolls past the steep, rocky hillsides on the right, while the threatening battlements of the Palisades rise in bold relief against the sky on the further bank of the noble river. For twenty miles these natural ramparts guard the western shore, rising to a height of 300 feet, and effectually estopping the traveler from a view of the country beyond. Past field and wood, past hill and dale teeming with historic memories dating from aboriginal, colonial and revolutionary days, the train is swiftly whirled. The wooded hills upon the right are thickly dotted with the magnificent Summer homes of the social and commercial magnates of the metropolis.

High Bridge is an attractive residence section, six miles from Grand Central Station. The bridge, which is in fact a viaduct for carrying the water of Croton Lake into the city, crosses the Harlem River at an elevation of over 100 feet, and is composed of sixteen columns of **HIGH BRIDGE.** granite, surmounted by arches of eighty feet span. A few hundred feet north of High Bridge is Washington Bridge, a massive iron and stone structure, composed of three graceful arches, connecting Manhattan Island with the mainland, and considered to be one of the most beautiful bridges in the world. The New York Central tracks pass underneath both bridges.

Morris Heights—or Morris Dock, as it is more familiarly known—is eight miles from Grand Central Station, situated on a hillside overlooking the

placid Harlem River. Handsome and tasteful homes adorn its streets, which are for the most part well shaded, lighted and sewered. The resident of **MORRIS HEIGHTS.** Morris Heights is within fifteen minutes' ride of 42d Street and thirty minutes of City Hall. He combines most of the conveniences of the city with the enjoyment of pure country air and surroundings. The environment is rarely beautiful. Situated at a considerable altitude above the sea level, the air is bracing, the water is excep-



MORRIS HEIGHTS, A PRETTY SUBURB OF NEW YORK CITY.

tionally pure, while the landscape is charming. The history of the surrounding country antedates the Revolution, and is intensely interesting. Altogether, Morris Heights is an ideal location for a suburban home. The new buildings of the University of the City of New York are situated just north of the village.

The extensive plant of the Gas Engine and Power Company is located here. Morris Heights is also reached by the Putnam Division from 155th Street, New York.

The next station, Kings Bridge, is historic ground. In 1693 Frederick Phillipse received a royal grant with authority to build a toll bridge over

Spuyten Duyvil Creek, which connects the Harlem and the Hudson Rivers. The bridge was named in honor of William the Third, of England. Across

KINGS BRIDGE.

this bridge the old Albany post road led, and it was a meeting ground in those days between the "cow-boys" and the "skinners," two bands of terror to the inhabitants, who "held up" each other at every opportunity. Kings Bridge has now about 4000 inhabitants, and is growing rapidly. It is high, healthy and picturesque. The great Harlem Ship Canal is crossed at this point by the old Kings Bridge road on a fine new steel drawbridge costing nearly half a million dollars. This great ship canal affords a splendid waterway eight miles in length, connecting Long Island Sound, the East and Harlem Rivers with the Hudson River. A thousand obstacles had to be overcome by the engineers having the work in charge, and frequently they were confronted with problems which seemed to defy solution. Now, vessels from points up the Hudson destined to points on the East River or Long Island Sound are no longer compelled to sail round the Battery, but are able to make a short cut to their destinations through the new waterway. Fully thirty miles are thus saved. The cost of the improvement was about \$3,000,000.

The next station we come to is fashionable Spuyten Duyvil-on-the-**SPUYTEN** Hudson, the residence of many wealthy New Yorkers, whose **DUYVIL.** homes crown the high bluff which here overlooks the Hudson on the west, and on the south affords a bird's-eye view of the **RIVERDALE.** great metropolis. Next comes the little town of Riverdale, one of the handsomest suburbs of New York, containing many elegant residences.

A little further on is Mt. St. Vincent, where is located the Convent of St. Vincent, an extensive

MT. ST. VINCENT.

Roman Catholic convent school for girls, famous for the excellence of its educational system. The large graystone castle at Mt. St. Vincent was built over forty years ago, and was formerly the resi-

dence of Edwin Forrest, the tragedian, but now belongs to the convent having been sold by him to the Sisters of Charity, under whose management the Academy of St. Vincent is conducted.

About two miles above Mt. St. Vincent, 15 miles from New York, is Yonkers, beautifully situated on villa-crowned slopes at the mouth of the



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RIVERDALE STATION, HUDSON RIVER DIVISION.

Nepperhan or Saw Mill River. It has a population of about 35,000, and contains several fine churches, excellent hotels, and many elegant residences. It

YONKERS. has electric light, gas, water works, and a police department,

the latter being connected by telegraph with police headquarters in New York City. Many important manufacturing establishments are located here, among them being large sugar refineries, electrical works, tanneries, silk, carpet, and hat factories, machine shops and elevator works. Yonkers is an ancient settlement, and was the home of Mary Phillipse, the first love of George Washington. The old Phillipse manor house, where most of the courtship was carried on, is still standing in good repair. It is a relic of one of the oldest charters granted by European sovereigns to subjects in this country upon whom devolved unlimited power over the tenants on their vast estates. The ground about the house at the present day extends 163 feet on Warburton Avenue, and about 200 feet through to the next block. The structure stands in the center of a comparatively small plot of land, and between it and the avenue stands a handsome Sailors' and Soldiers' Monument, erected several years ago to the memory of the Union veterans of the city. Authorities agree that the building was erected by Frederick Phillipse in 1682.



PHILLIPSE MANOR HOUSE AND SOLDIERS' MONUMENT, YONKERS.

It now forms the headquarters of the municipal government, and is called the City Hall. The Manor of Colendock, comprising 2400 acres, and in colonial days the property of Patroon Van der Donck, was the original site of this flourishing city. Rapid transit trains are run between New York and Yonkers

both over the Hudson River Division from Grand Central Station, and over the Putnam Division from the handsome new station of the latter line facing Getty Square.



YONKERS-ON-HUDSON, AND THE PALISADES IN THE DISTANCE.

Hastings, most romantically situated, is a thriving village of about 1800 population. Proximity to New York and frequent train service render it peculiarly desirable as a suburban residence. A number of tasteful dwellings, lately completed and in process of building, are offered at reasonable rentals. The elegant residences of many wealthy New Yorkers can be seen nestling among the trees that crown the hills, and afford a beautiful view of the river and surrounding country.

Dobb's Ferry (Greenburgh), two miles beyond, is a pleasant village lying along the river slope, at the mouth of the Wisquaqua Creek, and contains a population of about 2500. It is also the suburban home of a large number of New York business men, and, like all places within easy distance of New York, is rapidly taking on the aspect of metropolitan life. Dobb's Ferry and the surrounding country is one of the oldest inhabited portions of this continent; it was the seat of many of the most important negotiations which terminated the Revolutionary War, and which opened the way for the establishment of the grandest Republic on earth. It was here, August 14th, 1781, in the old Livingston Mansion, that Washington

met Rochambeau and there planned the Yorktown campaign which brought the war to a successful close. It was here, May 6th, 1783, in the same mansion, that Washington, Sir Guy Carleton and Gov. Clinton met to settle the terms of the disbandment of the two armies, and where the papers were finally signed by which England gave up all claims on this country and recognized American independence. On the Hudson River, opposite this point, May 8th, 1783, a British sloop-of-war fired seventeen guns in honor of Washington, the American commander-in-chief, the first salute by Great Britain to the United States of America. A handsome monument was erected in 1894 by the side of the old Livingston Mansion to commemorate the above mentioned events.

Two miles above Dobb's Ferry is the village of Irvington, named in honor of Washington Irving, whose gifted pen has immortalized many of the neighboring localities, among them the far-famed

IRVINGTON. "Wolfert's Roost" and "Sleepy Hollow." "Sunnyside" cottage, renowned as the home of Irving, is close by, near the margin of the river, almost hidden from view by the dense growth of the surrounding trees and shrubbery.

A flourishing ivy vine, which conceals the east end of the house, is the product of slips planted by Irving, which he secured from Sir Walter Scott on the occasion of his visit to Abbotsford. Lyndehurst, the old Paulding Manor, now the property of Jay Gould's heirs, is perhaps the most conspicuous of the many fine residences in the vicinity of Irvington.



ANDRE'S MONUMENT,
TARRYTOWN, N. Y.



THE PALISADES, FROM DOBB'S FERRY-ON-HUDSON.



ANDRE'S MONUMENT AT TAPPAN, N. Y.
OPPOSITE TARRYTOWN.



WASHINGTON MONUMENT AND THE OLD LIVINGSTON MANSION AT DOBB'S FERRY-ON-HUDSON.

Just above, twenty-five miles from New York, is Tarrytown, delightfully situated on an elevated plateau overlooking the wide expanse of the Tappan **TARRYTOWN.** Zee and the surrounding country for many miles, and offering unsurpassed advantages to those desiring to

locate on the banks of the Hudson. Here are good stores, schools and



SUNNYSIDE, THE HOME OF WASHINGTON IRVING, AT IRVINGTON-ON-HUDSON.

churches of all denominations. Revolutionary memories also cluster thickly hereabouts, and it was at Tarrytown that Major André was captured and the treachery of Benedict Arnold exposed.

Had the traitorous plans of the brave but faithless American been carried to a successful issue, the whole succeeding history of our country would doubtless have been materially changed.

The scene of André's capture, near the present center of the village, is marked by a monument with an appropriate inscription. Washington Irving is buried here in the



TARRYTOWN STATION, HUDSON RIVER DIVISION.

graveyard of the old Dutch Church, the oldest religious edifice in the State.

Nyack, a thriving and beautiful town, is located at the foot and on the side of a beautifully wooded range of hills on the western bank of the Hudson, opposite Tarrytown, with which village it is connected by **NYACK.** ferry. It is a very popular suburban place and has many handsome villa residences.

Sing Sing, a handsome little city of about 12,000 inhabitants, has a national reputation as being the abiding place of many of New York's citizens, who for a time have retired into an unwilling seclusion. The train **SING SING.** dashes by the cold gray walls of the prison, and we almost imagine we can hear the clank of chains and the shuffling of feet. The town



A GLIMPSE OF TARRYTOWN-ON-HUDSON.

itself is very beautiful, many elegant residences rising on the long upward slope from the river and having a magnificent view. The Croton aqueduct passes through Sing Sing, and is carried over a ravine by a stone arch



SING SING-ON-HUDSON.

seventy feet in height, and having a span of eighty-eight feet. Across the river is Haverstraw Bay, into which the gallant explorer Hendrick Hudson sailed centuries ago, and finding no outlet, thought he had arrived at the head waters of the "Shattemuc," as the Indians termed the Hudson. His mistake was afterwards emulated by Peek, a bold Dutch adventurer, who, having discovered another tributary to the river, thought it the mainstream. His name and memory are perpetuated by the village of Peekskill.

Continuing the journey, Croton, Osceawana, Crugers,



CROTON STATION, HUDSON RIVER DIVISION.

and Montrose, popular suburban places with many handsome villa residences, are passed in quick succession, and the traveler is at the gates of the romantically beautiful region known as the Hudson Highlands.

One of the prettiest towns on the Hudson, situated at the mouth of the Peek's Kill, or Annsville Creek, **PEEKSKILL.** is Peekskill, forty-three miles from New York, a bustling and thriving place of about 10,000 inhabitants.

Its history dates back to a period anterior to the Revolutionary War, and in those trying times it played an important part. On the old Van Cortlandt farm, two miles north of the town, yet stands the house in which, for a time, General Washington had his headquarters, and just beyond can be seen the church in which he worshipped. Many Revolutionary heroes are buried in the surrounding churchyard. Just east of the town is the Summer residence and farm of the late Henry Ward Beecher. The town



DEPEW HOMESTEAD, PEEKSKILL.



DOUBLE ARCH CROTON AQUEDUCT, SING SING.



ROA HOON, SITE OF THE STATE CAMP, PEESKILL-ON-HUDSON, REACHED BY THE NEW YORK CENTRAL.

contains many beautiful residences, and is the Summer home of a number of wealthy New Yorkers. Numerous large lakes in the surrounding country afford excellent fishing. Leaving Peekskill the train has fully entered the Highlands, and for the next twenty miles the scenery is striking and beautiful views abound.

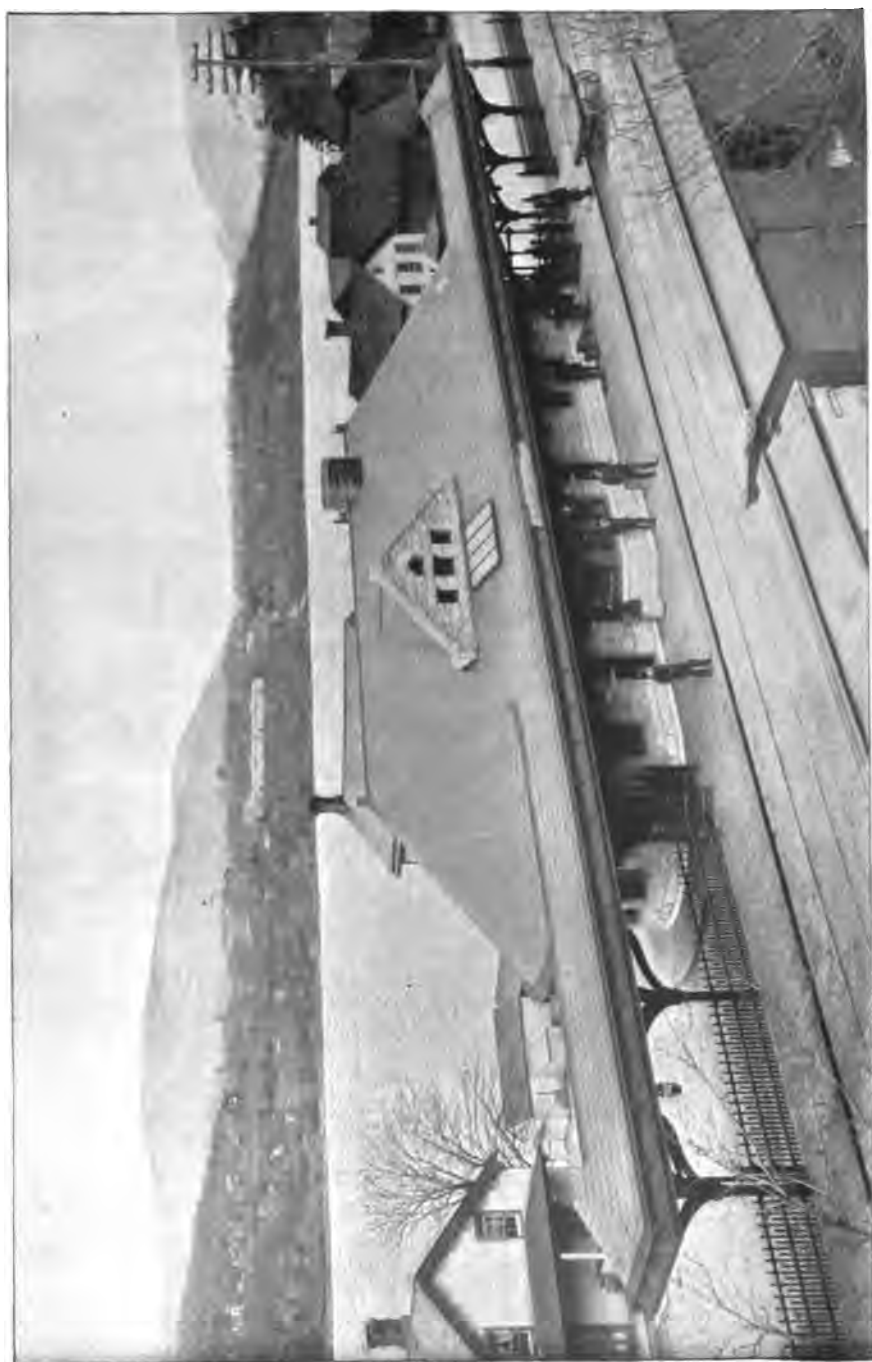
An electric railway runs in connection with all trains from Peekskill to Lake Mohegan, four miles, where is located the well-known Mohegan



PEEKSKILL-ON-HUDSON.

House. Families desiring to locate near the city for the Summer months will find this a most attractive resort.

At Roa Hook, a mile and a half north of Peekskill Station, on a high bluff overlooking the river, is the site purchased by the State of New York for the purposes of a State Camp, and here, every year from June until September, our volunteer soldiers repair in detachments to undergo for a week the routine and rigorous discipline of regular army life.



NEW YORK CENTRAL STATION AT GARRISON-ON-HUDSON, OPPOSITE WEST POINT, WITH WHICH IT HAS NIKAM PERRY CONNECTION.



Opposite Peekskill on the west shore of the river is Jones's Point, above which rises the rocky and storm-beaten crags of the Dunderberg Mountains. A regular ferry service connects the two places. A little above the Dunderberg is Bear Hill, and lying in the river near these points is the picturesque Iona Island, a favorite picnic resort. Just beyond the State Camp and on the same side of the river is Anthony's Nose, rising to a height of 1200 feet.

Passing Highlands Station a short distance is Sugar Loaf Mountain nearly 900 feet high. Near by and reaching far out into the river, is a sandy bluff on which Fort Independence once stood. At the foot of Sugar Loaf is Beverly House, where Benedict Arnold was breakfasting when news came to him of André's arrest, and whence he fled to the "Vulture," the British vessel anchored in the river below. The train next stops at Garrison, a charming spot of historic renown, and one of the popular Summer resorts in the vicinity of New York. Its principal hotels are the Highland House and the Croft House, and there are also a number of excellent boarding houses, offering special inducements to families. Back of the village and on either hand as far as the eye can reach, loom the picturesque Highlands, the exploration of whose recesses is a never-failing source of delight. Glens Falls and Indian Falls are among the local points of interest.



BREAKFAST ROOM AT BEVERLY HOUSE, GARRISON, N. Y.

In this room Benedict Arnold sat at Breakfast when news was brought him of André's capture. Excusing himself from the table, he galloped down the footpath to Beverly Dock, jumped into his barge and escaped to the "Vulture."

Oscawana Lake, about five miles east of Garrison, is a beautiful little mountain pond, affording ample facilities for fishing and boating. Several desirable boarding houses are situated near its shores.

At Garrison connections are made by ferry with West Point, the site of the famous United States Military Academy and a noted military post and fortress during the War of Independence. The Military **WEST POINT.** Academy was established in 1802, by an Act of Congress, with Major Jonathan Williams as its first superintendent, and ever since has been steadily improving in organization and appointments. It is situated



OLD STAIR-CASE IN BEVERLY HOUSE.

Up this stair-case Arnold led his wife to confess his guilt and bid her good-bye, immediately after learning of Andre's capture.

upon a plateau 180 feet above the river, and its charming location commands one of the finest river views in the world. The land was ceded to the General Government of the United States in the year 1826. The average number of cadets in attendance is 300. The fort and a chain stretched across the river by the patriots were captured by the British in 1777, but were abandoned after Burgoyne's surrender. Stronger works were then erected by the Continental forces, and these Arnold bargained to betray to the enemy, but his scheme was foiled by the capture of André.



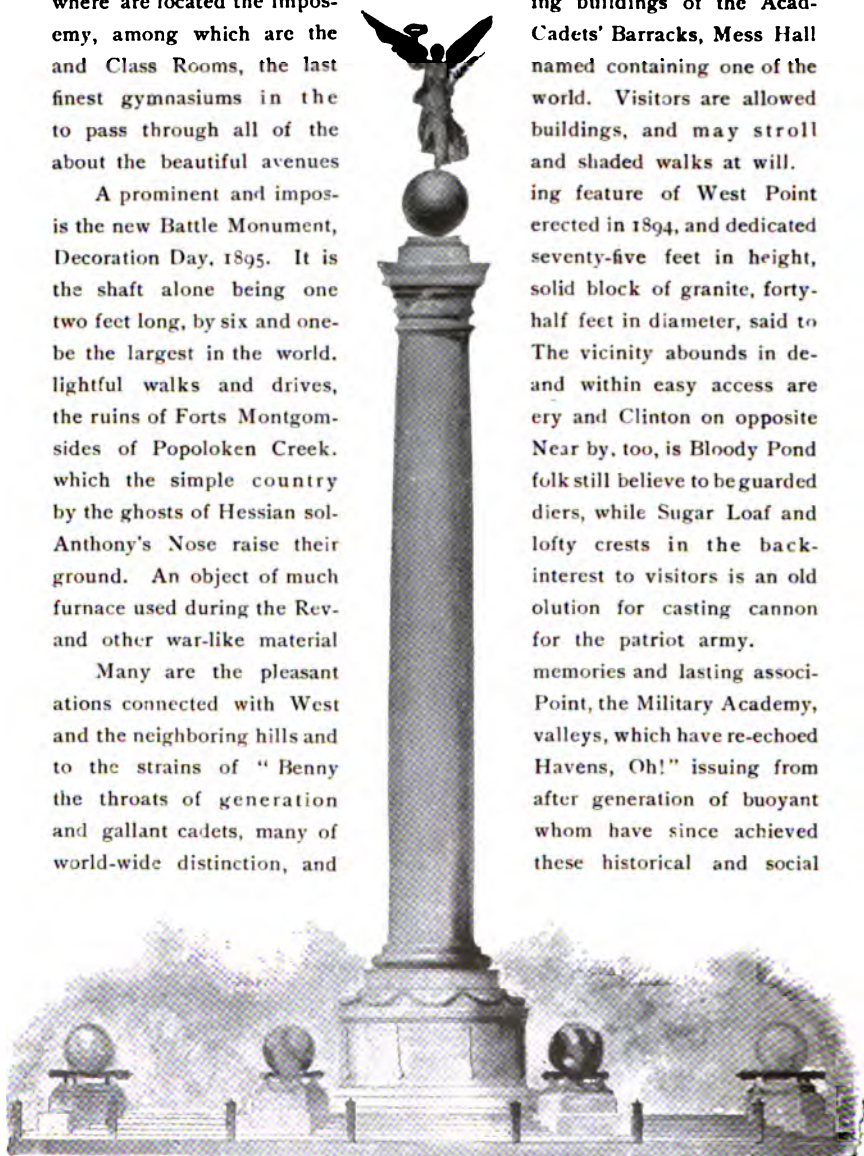
AT WEST POINT, LOOKING NORTH.

West Point is located in the very bosom of the Highlands, and is their chief attraction. It is a bulwark of the nation in more senses than one, and a favorite resort with Summer pleasure seekers, being visited by thousands annually. A picturesque road leads from the ferry landing to the grounds, where are located the imposing buildings of the Academy, among which are the and Class Rooms, the last finest gymnasiums in the to pass through all of the about the beautiful avenues

A prominent and imposing feature of West Point is the new Battle Monument, erected in 1894, and dedicated Decoration Day, 1895. It is a solid block of granite, forty-two feet long, by six and one-half feet in diameter, said to be the largest in the world. The vicinity abounds in delightful walks and drives, and within easy access are the ruins of Forts Montgomersie and Clinton on opposite sides of Popoloken Creek. Near by, too, is Bloody Pond, which the simple country folk still believe to be guarded by the ghosts of Hessian soldiers, while Sugar Loaf and Anthony's Nose raise their lofty crests in the background. An object of much interest to visitors is an old furnace used during the Revolution for casting cannon for the patriot army.

Many are the pleasant memories and lasting associations connected with West Point, the Military Academy, and the neighboring hills and valleys, which have re-echoed to the strains of "Benny the boys" from the throats of generation after generation of buoyant and gallant cadets, many of whom have since achieved world-wide distinction, and

ing buildings of the Acad-Cadets' Barracks, Mess Hall named containing one of the world. Visitors are allowed and shaded walks at will. ing feature of West Point erected in 1894, and dedicated seventy-five feet in height, solid block of granite, forty-half feet in diameter, said to The vicinity abounds in de-and within easy access are ery and Clinton on opposite Near by, too, is Bloody Pond folk still believe to be guarded diers, while Sugar Loaf and lofty crests in the back-interest to visitors is an old olution for casting cannon for the patriot army. memories and lasting associ-Point, the Military Academy, valleys, which have re-echoed Havens, Oh!" issuing from after generation of buoyant whom have since achieved these historical and social



WEST POINT BATTLE MONUMENT, IN SIGHT FROM NEW YORK CENTRAL TRAINS

surroundings make West Point and its vicinity an oasis in the wilderness of the Highlands.

After passing Garrison,

COLD SPRING.

the tracks run over Constitution Island, and pass through Cold Spring, a



THE OLD SPRING AT WEST POINT.

picturesque village, with a resident population of about 3000, which number is largely augmented during the Summer months by the influx of city visitors.

To the east of the track are Mount Taurus and Breakneck Mountain, on the west and across the river is Crow's Nest. A little to the north of Crow's Nest is Storm King Mountain the highest peak in the Highlands.

"Undercliffe," the home of George P. Morris the poet, stands on a plateau north of Cold Spring, and the celebrated West Point cannon foundry owned by R. P. Parrott, the inventor of the Parrott gun, is also near.

The next stop, three miles beyond, is Storm King, which is the station for Cornwall-on-the-Hudson, one of the principal Summer resorts on the river. There are several large hotels and numerous Summer boarding houses here, the whole section being largely given over during the season to Summer boarders.

Near Cornwall the placid Moodna empties its waters into the river. This poetic stream formerly bore the name of "Murderer's Creek," and owes the gratifying change in its appellation to the appreciative nature of the late N. P. Willis, whose home, "Idlewild," stands upon its western bank, close to the spot where it mingles with the Hudson. Nigh to Cornwall, also, rise the steep sides of Storm King and Dunderberg, with Cro' Nest and Bear Hill nestling between them.

Dutchess Junction is the connecting point with the Newburgh, Dutchess & Connecticut Railroad, along which line are located very many attractive Summer boarding places, of which Millbrook is perhaps the most widely known.

Fishkill is a thriving village in Dutchess County, surrounded by fine



THE HISTORIC BEVERLY DOCK, NEAR GARRISON.

scenery and containing many handsome residences. The Verplanck House, two miles northeast of the landing, is interesting as having once been the

FISHKILL. headquarters of Baron Steuben, of Revolutionary fame. About a mile south of the village is the old Wharton House, built

in 1737 by Cornelius Van Wyck, and used as a house of refuge by the patriots during the struggle for independence. Connections are made here by ferry with Newburgh, which is located upon the western bank of the river. The

NEWBURGH. latter town contains about 25,000 inhabitants, and has several large manufacturing enterprises. Hendrick Hud-

son was so much impressed with this locality, that in 1609 he wrote of it as follows: "It is as beautiful a land as one can tread upon; a very pleasant place to build a town on." Newburgh was the scene of many interesting events during the Revolutionary War, and Washington's headquarters, an old gray stone mansion south of the town, is still preserved under the ownership of the State.

Gliding past Low Point, New Hamburg and Camelot, the train thunders into the depot at Poughkeepsie, seventy-four miles from New York. This is

POUGHKEEPSIE. the second largest city between New York and Albany, and contains a population of about 25,000.

It is an important trade center, and includes several large manufacturing establishments within its limits, among which are the large Buckeye Mower and Reaper Works of Adirance, Platt & Co., the works of the Poughkeepsie Glass Company, which has one of the largest melting furnaces in the country,

the rolling mill of the Phoenix Horseshoe Company, and several large shoe factories and knitting mills. Poughkeepsie is also noted for its educational institutions, foremost among which is Vassar College, for young ladies, which is situated about two miles east of the station, and is reached by horse cars.



WHARTON HOUSE, FISHKILL. MENTIONED IN COOPER'S "SPY."

The main building, modeled after the Tuileries, is 500 feet long and five stories in height. The College has several hundred students, and is celebrated for its thorough educational facilities.

Prominent among the features of Poughkeepsie must be mentioned the great cantilever bridge spanning the Hudson at this point. In magnitude, boldness of design, or beauty of shape and situation, it is not surpassed by any other bridge in the world.

Five miles above Poughkeepsie is Hyde Park, an attractive village containing numerous Summer boarding houses. In the vicinity are several ancient and extensive country seats, including "Placentia," the former home of James K. Paulding, one of the pioneers of American literature.

The village of Staatsburgh is next passed, and a few miles beyond is Rhinecliff, the station for the village of Rhinebeck, a favorite Summer resort, noted for its excellent hotels and boarding houses. It has steam ferry connections with Rondout and Kingston, nearly opposite. The two latter towns are now incorporated as one, and known as Kingston. Connections are also made with the Ulster & Delaware Railroad for Catskill Mountain resorts.

About a mile south of Rhinecliff Station is Ellerslie, the beautiful country seat of Governor Morton, also the handsome residences of R. B. Buckley, Jacob Ruppert and others.

RONDOUT. KINGSTON. Kingston is the capital of Ulster County, and has a population of more than 25,000. It was incorporated as a city in 1872, and is a bustling, pushing town. It has a front of four miles on the Hudson. Beautiful scenery abounds in the vicinity, and there are many pleasant and romantic drives in the neighboring country.

CATSKILL STATION. Passing by the stations of Barrytown, Tivoli, Germantown and Linlithgo, the traveler next reaches Catskill Station, 110 miles from New York, connecting by steam ferry with Catskill proper, the capital of Greene County. This is the landing place for thousands of tourists who annually visit the Catskill Mountains lying a few miles to the west.

OTIS ELEVATING RAILWAY. The new Otis Elevating Railway recently completed connects with the Catskill Mountain Railway at Otis Junction, and has become the popular route for Catskill Mountain House, Hotel Kaaterskill, Laurel House, Haine's Falls, Twilight Park and Tannersville. The ascent of the mountain from this point is made in ten minutes.



VASSAR COLLEGE, POUGHKEEPSIE.

At Catskill Mountain Station, the summit of the Otis Elevating Railway, direct connections are made with the Kaaterskill Railroad for Hotel Kaaterskill, Laurel House, Haine's Corners and Tannersville; passengers for Twilight Park leave the train at Haine's Corners, and for Onteora and Elka Parks at Tannersville. The Catskill Mountain House is



OTIS ELEVATING RAILWAY, CATSKILL MOUNTAINS—REACHED BY THE NEW YORK CENTRAL.

within 300 feet of Catskill Mountain Station, and is reached by a board walk ; the Hotel Kaaterskill is distant one mile by rail ; Laurel House, one and a half miles ; Haine's Corners, four miles ; Tannersville, six miles. Resuming our journey over the New York Central, a run of four miles brings us to

Hudson, which is finely situated on a bold, rocky promontory at the head of ship navigation on the river. This is one of the oldest cities in the **HUDSON**. State, having been incorporated in 1785, and has about 12,000

inhabitants. In years gone by it had a large amount of shipping engaged in foreign trade and the whale fisheries. It is now chiefly engaged in the manufacture of iron and the export of agricultural staples. At this point connections are made with the Boston & Albany Railroad ; also with the Kinderhook & Hudson Railway for Kinderhook and Niverville.

The Kinderhook & Hudson Railway passes through the most beautiful, pleasant, thrifty and desirable section of Columbia County. Its proximity to New York and New England, and its through terminal connections at Hudson and Niverville afford the numerous manufacturers in the villages which it touches direct communication with and access to the great producing and consuming centers of New York, New England and the West. It connects with all parts of the continent the busy, thriving manufacturing villages that border on the Kinderhook and Claverack Creeks, along the banks of which the railway runs and where numerous excellent mill sites can be found.

In the villages on the line of the Kinderhook & Hudson Railway there are extensive cotton, woolen and paper manufactories carried on, and there is much valuable water-power still unoccupied. At Stuyvesant Falls the Kinderhook Creek descends over rocks in two separate falls, one twenty-six feet, the other forty-five feet, forming one of the finest water powers, and which could be made more use of for manufacturing purposes.

The eastern terminus of the Kinderhook & Hudson Railway is the manufacturing village of Niverville, where connections are made with the main line of the Boston & Albany Railroad. Here too, contiguous to the station, is Kinderhook Lake and the beautiful New Lake Park, which are visited by thousands of people every Summer.

The Columbia White Sulphur Springs, with its spacious Summer hotel, is situated on the line of the road, and has been entirely refitted and improved so that it now has all the appointments and surroundings to insure the comfort, pleasure and convenience of guests. It is surrounded by foliage, and its shaded walks and graded avenues and flower beds around it make it a most enjoyable place. The waters of the Springs have a wide reputation for curative properties.

Near Stuyvesant Falls, another point on the Kinderhook & Hudson Railway, and within sound of the roaring waters, is the beautiful Island Park and pleasure ground laid out especially for picnics and excursion parties. With

its rustic bridges, shaded walks, beautiful lawns and placid waters for boating, there is no more delightful spot in the State to give children an outing than this well-kept pleasure ground.

Manufacturers seeking sites for their business will not fail to look at the advantages which can be obtained at Rossman's Falls, where an almost unlimited water power could be utilized with much profit. The section of the country through which the road runs offers many inducements to manufacturers, as in thrift, healthfulness, ease of egress and ingress, and general desirability, it has unrivaled advantages.

The quaint old village of Claverack, in Columbia County, is located four miles inland from Hudson, on the Boston & Albany Railroad, and is an historic place. In the present era, however, its chief claim to distinction lies in the fact that it contains within its limits the celebrated "Claverack College and Hudson River Institute," a prosperous and well conducted school for both sexes, which has attained a national reputation. The handsome and substantial

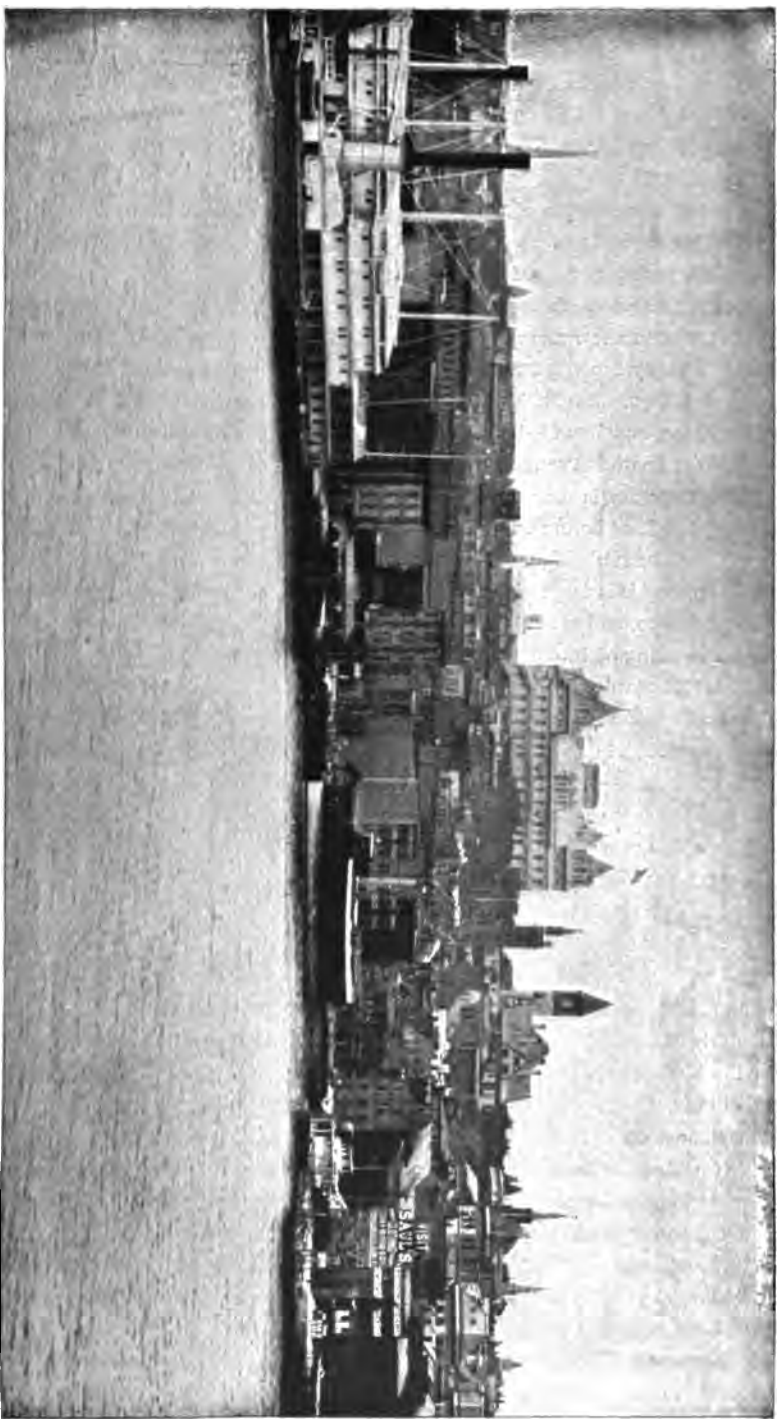


CLAVERRACK CREEK.

college buildings, surrounded by beautiful and well shaded lawns, and commanding most charming views of the romantic scenery in which the neighborhood abounds, are *the* features of the village. The old Dutch Church, with its staring date of 1767 on its western side, shines out in old-fashioned red among the towering oaks that keep ward over it and its adjoining cemetery. On an opposite crest is "Fairview," the stately mansion built by the late Dr. Flack, who was the founder of the college, and its president for more than thirty years. Down the village streets are the residences of descendants of the Muhlers, the Ostranders, and the Van Rensselaers, and in a quaint old yellow brick, dormer-windowed house are to be seen the *lares* and *penates* of Gen. James Watson, and other distinguished—Webbs. The "Spook Rock," in a shady swirl of the Claverack Creek, is visited on moonlight nights by the neighboring swains and their sweethearts, who linger to see it turn in its shiny bed when it *hears* the Institute bell.

Resuming the journey, the hamlets of Stockport, Coxsackie, Stuyvesant, Schodack and Castleton are quickly passed, and the train rolls into the station at East Albany. This is the point of separation for those traveling still further north and those westward bound, the former continuing on to Troy and other northern points, while the latter are borne across the stupendous bridge over the Hudson which forms the connecting link between East Albany and Albany.

Albany, one of the most flourishing cities in the East, and the capital of New York State, is situated on three hills on the west bank of the Hudson, six miles below the head of tide-water, and at the point where the Erie and Champlain Canals join the river. Founded by the Dutch as a trading post in 1614, and called Fort Orange, it is the oldest surviving European settlement in the thirteen original States—Jamestown, Va., founded seven years earlier (in 1607), having long ceased to be inhabited, only the ruins of a church tower and a few tombstones remaining to mark the spot. In 1644 its present name was given it, in honor of the Duke of York and Albany (afterwards James II). It was chartered in 1686, and became the State capital in 1797. Owing to its commanding position near the head of navigation on the river, Albany is most advantageously situated for commerce, and is the chief emporium for the transit trade of the coast towns with those of the North and Northwest. It is also the center in which a number of railways meet, connecting it with the East by the Boston & Albany Railroad; with the North and Canada by the Delaware & Hudson Canal Company's Railroad; with the West and South by the New York Central & Hudson River Railroad; with the Southwest by the Albany & Susquehanna Railroad. It has water communication on the north by the Champlain Canal; with the west by the Erie Canal, and with the south by the Hudson River. There are two bridges over the Hudson, built by the New York Central & Hudson River Railroad.



CITY OF ALBANY AND THE CAPITOL, AS SEEN FROM THE NEW YORK CENTRAL & HUDSON RIVER R.R.

Tourists from the North, East and South, bound for Sharon Springs, Coopers-town and Otsego Lake, can quickly reach their destination by taking the Albany & Susquehanna Division of the Delaware & Hudson Canal Company's Railroad.

It has a population of over 100,000; it supports 292 separate industries, giving employment to 28,143 persons. The public buildings of Albany are especially noteworthy. Of course, chiefest among them all is the new capitol, the construction of which was begun July 7th, 1866. It is fast nearing completion and in a few more years the work will be completed. The amount of money already expended on its construction is estimated at about twenty millions of dollars. Situated in "Capitol Park," attractive land containing nearly eight acres, and bounded by Eagle Street on the east, Capitol Place on the west, Washington Avenue on the north and State Street on the south, the superb structure is conspicuous from all parts of the city and attracts the notice of visitors before any other object.

The Governor's Mansion is another building that lends much to Albany's appearance. It is large and artistically designed, built of pressed brick and red sandstone, and is surrounded by spacious, well-kept grounds.

A building of interest, on account of the history connected with it rather than for its beauty, is the old State House, now known as Geological Hall, on the corner of Lodge and State Streets. It is a four-story brick building and was completed in 1799. It was the first public building erected in Albany by the State after the Revolution, and it is said that several special sessions of the legislature were held in it before the completion of the new Capitol.

Among the other notable buildings are the State House, the Government Building, the New City Hall and the City buildings. Perhaps no city in the United States is provided with better school buildings and other educational institutions than Albany.

The balance of the business portion of the town has entirely changed within recent years, and large modern buildings have replaced old ones. Particularly noticeable are the various bank buildings, the new building erected by the Market Improvement Co., and the fine new Lyon Block.

Fine church edifices and charitable and benevolent institutions are also conspicuous on the streets of Albany.

Not alone in buildings of a public nature, however, has Albany made great strides in the past fifty-one years. Her increase in beautiful residences is even more remarkable. The old Van Rensselaer Manor House, the home of the patroons of "Van Rensselaerwyck," one of the few landmarks rich in historical reminiscences remaining in Albany, has been obliged to give way before the march of progress, and a year ago was taken down and removed to Williamstown, Mass., where it will be resurrected in its original shape and become the chapter house of the Sigma Phi fraternity of Williams College.



CITY OF TROY—REACHED BY THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

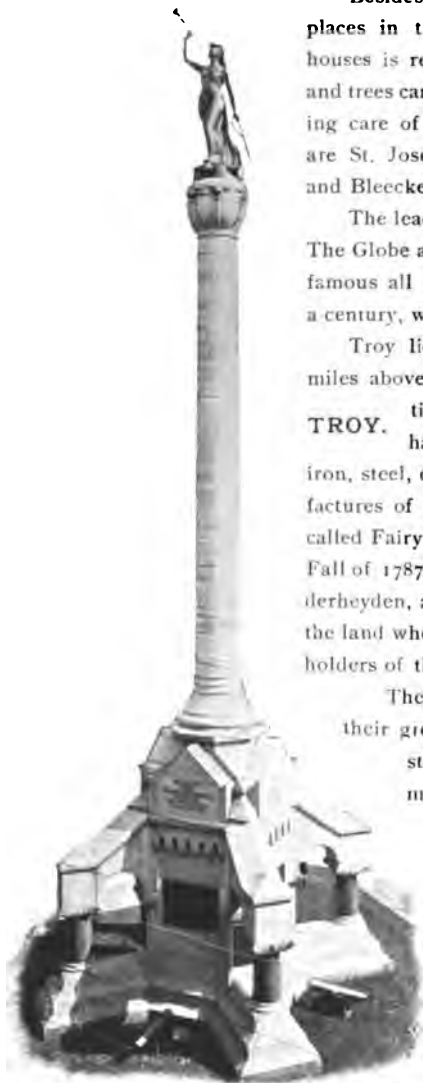
Washington Park, of which Albany is justly proud, is located between Madison Avenue, State Street, and Lake Avenue, and covers about one hundred acres. It has three miles of excellent driveways, and numerous avenues for pedestrians only. Between the intersecting walks and drives the area is beautified by elaborate beds of flowers, palms, etc., and some of the handsomest and finest trees of the country are seen here.

Besides Washington Park there are several minor places in the city where the monotony of rows of houses is relieved by open spaces, where green grass and trees can be seen, and some of them show the fostering care of kindly cultivation. Notably among these are St. Joseph's, Van Rensselaer Park, Capitol Park and Bleecker Park.

The leading hotels are the Kenmore, Stanwix Hall, The Globe and Hotel Vendome. The Delevan House, famous all over the country for more than a quarter of a century, was destroyed by fire December 30th, 1894.

Troy lies on the east bank of the Hudson, six miles above Albany, and at the head of river navigation. Its population is about 65,000, and it has a large commerce, with manufactures of iron, steel, cars, stoves, and especially extensive manufactures of collars, cuffs and shirts. In 1786 Troy was called Fairy Hook; in 1787 Rensselaerwyck, and in the Fall of 1787 the settlers began to use the name of Vanderheyden, after the family who owned a great part of the land where the city stands. June 9, 1789, the freeholders of the town met and gave it the name of Troy.

The Erie and Champlain Canals both bring their great commerce into Troy, and two lines of steamers and one of barges afford direct communication with river ports, and one line with Philadelphia, while Troy is justly proud of the floating palaces which connect her with the metropolis. Of railroads, also, Troy has her full share. The New York Central, the great artery from New York and the West, connects here with the Delaware & Hudson Railroad for Saratoga, Plattsburg and Montreal, with the Fitchburg for the East, and with the Bennington & Rut-



SOLDIERS' MONUMENT, TROY.

land and Central Vermont line for Burlington and Montreal. Troy is beautiful for situation, is healthful, and protected by its environment from any danger of tornado or flood. Living expenses are low, the taxes reasonable, and building materials cheap. Troy has sixty-five churches, while a free library and numerous philanthropic institutions attest the generosity of the people. Educational facilities are of a high order: two academies, a high school, numerous public and private schools, the female seminary, with its three beautiful new buildings, and the famous Rensselaer Polytechnic Institute, the leading engineering school of the world, while within a radius of 150 miles are a dozen colleges. The magnificent Music Hall, with its great organ, the three theatres and various halls, minister to the pleasure of the community. The new water-works, to be completed next year, will furnish an ample supply of pure spring water by gravity from the mountains east of the city. No place of its size is better paved or sewered, and the streets, pleasantly shaded, are kept exceedingly clean, and are brilliantly lighted by electricity. Numerous lines of electric railways afford easy access to all parts of the city and the adjoining towns. The fire department is noted everywhere for its efficiency. Four daily and six weekly papers, all with large circulation, evidence the intelligence of the citizens. A half-million-dollar post-office shows the extent of the business of Troy, and a \$200,000 court-house has recently been completed. Troy's monument to her soldiers and sailors cost \$50,000, and is much admired. The buildings of St. Joseph's Provincial Seminary, on Mt. Ida, east of the city, are noble specimens of Byzantine architecture. In West Troy is the great Watervleit Arsenal, with forty buildings, in a park of 105 acres. The other principal suburbs are Lansingburg and Waterford, and across the river, a little to the north, is Cohoes, an active manufacturing point with a population of 25,000.



THE PUTNAM DIVISION.

NEW YORK TO BREWSTER.



THE New York & Putnam Railroad, recently leased by the New York Central, and now operated as the Putnam Division of this company, completes the grand system of suburban lines, extending north of the Harlem River, reaching every part of the annexed district and extending through the counties of Westchester, Putnam, Dutchess and Columbia, all of which are now directly controlled by the New York Central, and operated in such a way that the facilities each affords are so disposed as to give the public all the advantage possible without any consideration whatever of competition or rivalry. The result of the

harmony of interests thus established will be the development within a very few years of the grandest system of suburban residence parks in this country. This region affords the natural vent for the overflow population of New York and Brooklyn, and its destiny is obvious to experienced eyes.

We have already briefly sketched the characteristics of the Hudson River and Harlem Divisions, and will now attempt to outline the Putnam, although the subject is too important to be treated in a single chapter. If these few lines, however, lead any one to consider and investigate the advantages for residence offered to-day along the line of the Putnam Division, our purpose will have been fully attained.

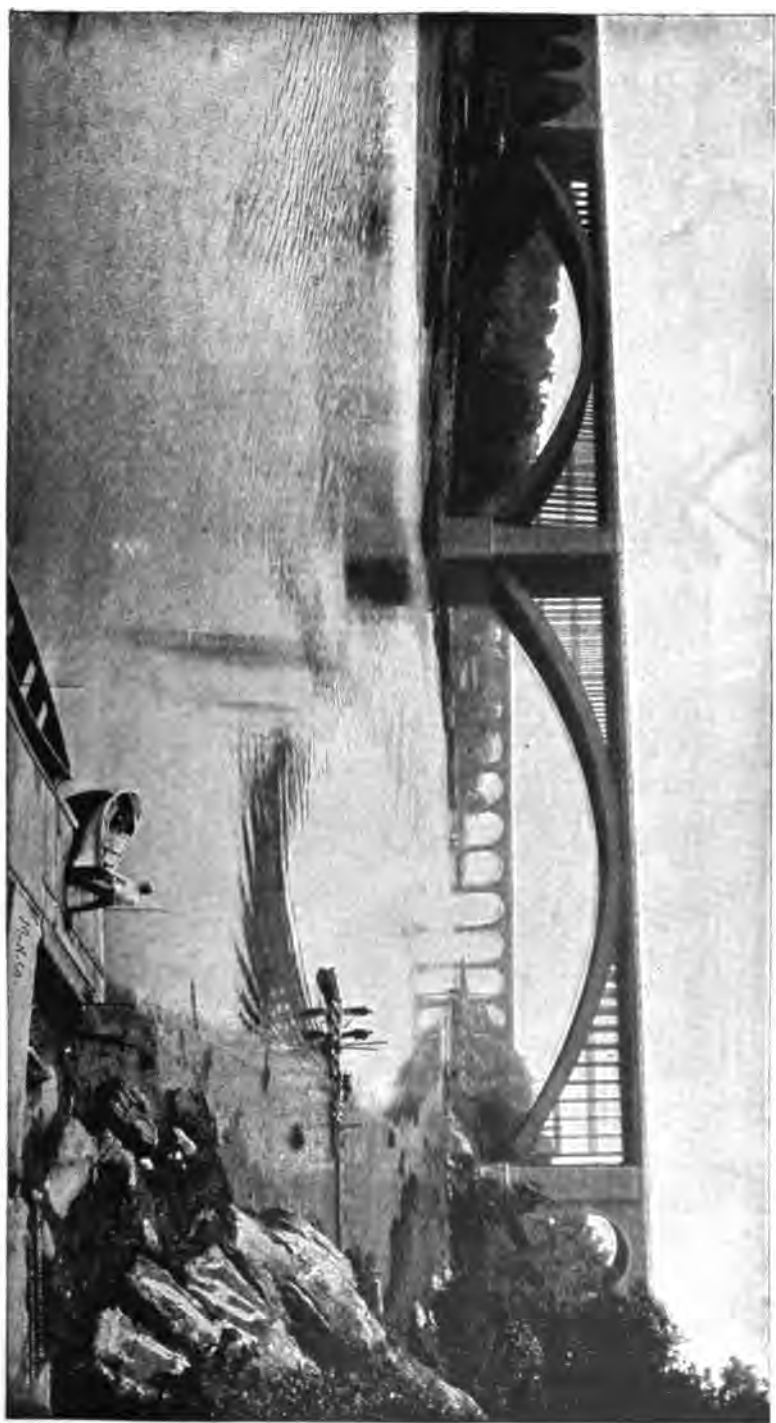
The New York terminal station of the Putnam Division is situated at 155th Street and Eighth Avenue, on the west bank of the Harlem River, under the same roof with the Manhattan Elevated (Sixth and Ninth Avenue systems).

From here the road crosses the river and Harlem ship canal on its own double-track drawbridge, thence running parallel with Ogden Avenue, a distance of about one mile, to its station at High Bridge.

HIGH

BRIDGE.

This is a connecting point with the tracks of the Hudson River Division, and the station is used jointly for both lines. A brief description of the bridge will be found on a preceding page. Less than 600 yards north is the graceful Washington Bridge with its two magnificent arches and its broad stone driveway.



WASHINGTON BRIDGE—HARLEM RIVER, 181ST STREET, NEW YORK. NEW YORK CENTRAL & HUDSON RIVER RAILROAD ON THE LEFT.

Morris Heights, the next station, has been described in the Hudson Division chapter. The ridge at this point, east of the station, is the southern end of

Fordham Heights, three miles from 155th Street. Like Morris Heights, this place is being rapidly built up, and its pretty villas and cottages are occupied by many of New York's best business and professional men. From the "Heights," which easily rise 100 feet or more above the station, is presented a beautiful picture of the Niche between the hills near Inwood, on the Hudson, where the Harlem ship canal joins that stream, and beyond the Hudson can be seen many miles of the Palisades.



HIGH BRIDGE, OVER THE HARLEM RIVER AND THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD, 175TH STREET, NEW YORK.

Fordham Heights is situated between 170th and 190th streets, and for very many reasons is desirable as a place of residence. It is high and healthy, the soil is gravelly and deep; it is warm in winter and cool in summer; access to any part of the city is easy and cheap; the society excellent; and, comparatively, property is much cheaper here than it will be in the near future. The completion of the magnificent buildings of the University of the City of New York serves to attract many improvements to its surroundings, and a rapid enhancement of values has been the result.

Kings Bridge, the fourth station, four miles from 155th Street, has about 4000 inhabitants, and is growing rapidly; it is high, healthy and picturesque.

KINGS BRIDGE. Property is held at reasonable prices. The old farmers' bridge at this point is one of the historic landmarks time has not yet obliterated.

Five miles from 155th Street is the fifth station, Van Cortlandt, situated near the southern end of Van Cortlandt Park on Van Cortlandt Lake, embracing more than 1000 acres. Van Cortlandt Park is what was known as the Van Cortlandt estate and, until acquired by the city for a park, was in the possession of a family famous and honored in Revolutionary and subsequent history.

Comprising 1069 acres, traversed its entire length by the Putnam Division, it possesses elements of beauty in hills, streams and trees, which nature has been centuries in furnishing. On one side lies the Hudson and on the other the Bronx, adding to the picturesque beauty of its diversified surface; about half its territory is wooded and the other half meadow. It is on the most level part of this meadow-land that the parade ground of the National Guard of the State is reserved. From the surrounding hills a magnificent view of the manœuvres of the military can be had, and it is safe to say that the hearts of the soldier boys are deeply stirred by the reminiscences of the Revolutionary War, which are occasioned by the relics of those days that abound on every side. The lake situated in the southern part of the Park covers about seventy-five acres, and is fed by the ever-living Mosholu and natural springs. In Winter the lake is a favorite resort of skaters from New York and all the surrounding towns. The accommodations are in every way superior to those afforded in Central Park.

One of the most interesting of the historic points is the burial ground of the Van Cortlandt family, where Washington lighted bon-fires to deceive the British, who were encamped on the south side of Spuyten Duyvil Creek, while the great body of his army was on its way to join Lafayette at Yorktown, Va.

About a mile south of Vault Hill stands the Van Cortlandt stone mansion, an antique relic built in 1748, now used as field headquarters for National Guard troops, in connection with their manœuvres on adjacent parade ground. It is built of rubble stone, with brick trimmings about the windows. The date of erection is chiseled on a stone at the southeast corner.

The old sawmill, now a picturesque ruin, which stands within a few feet of the railroad tracks, was built shortly prior to the Revolution.

From Van Cortlandt Park the Mosholu Parkway, 600 feet wide, forms the connecting link with the Bronx Parks, one mile east. This parkway has an area of eighty acres, and through its center courses a small stream, which,

with other natural conditions it possesses, permits of a wide scope of landscape architecture.



THE OLD MILL IN VAN CORTLANDT PARK.

Van Cortlandt Park Junction, situated near the center of the Park, north of the lake, is where the branch leaves the main line for Yonkers. The road is still in the city of New York, as is in fact the new station, **MOSHOLU**. Mosholu, located at Mosholu Avenue, near the foot of "Vault Hill," commanding a charming view of the whole park and a great range of country of which it is almost the center.

From here the road winds its way along the western slope of the hill overlooking the parade ground and pretty little valley below, running out of the park and across the Yonkers city line to Caryl, where a beautiful and commodious station has just been completed, which adds to the natural attractiveness of the surroundings. The location is unsurpassed as a place of residence. Situated within the city limits of Yonkers, it possesses the combined advantages of city and country, with pure air, healthful surroundings and picturesque scenery, together with all the modern improvements found in large cities. Added to these advantages is its accessibility, being less than one hour from Wall Street. These inducements, with

low commutation fare and frequent trains throughout the day, will soon attract a large number of desirable residents.

Lowerre is the next station, where the road crosses a great trestle 950 feet long, and where are located the grounds of the Yonkers Athletic Club. Only a few yards west of the station is Broadway, the same old thoroughfare that passes Union and Madison Squares in New York city. Here also the company has just completed a new and substantial station of attractive appearance, which affords every accommodation to the



LOWERRE STATION, PUTNAM DIVISION.

rapidly increasing demands of this growing place. Many new residences of comfortable and homelike appearance have been erected here within the past year, and many more are soon to be built. After crossing the trestle, from here the road runs parallel with Broadway about three-fourths of a mile to

PARK HILL. Park Hill Station, situated on the western slope of Park Hill. From its summit, which is reached from the station by a fine new Otis elevator, there is spread out a panorama of matchless beauty. To the west, the majestic sweep of the Hudson for fifteen miles either way, from Tappan Zee to the Bartholdi statue; to the south, the wooded

knolls and grassy reaches of Van Cortlandt Park; to the east, the silvery glimmer of Long Island Sound, and to the north the historic hills of Westchester. There are few places in the world where a view more beautiful can be obtained, and the sightseer and the lover of the beautiful will be richly rewarded by a trip over the Putnam to Park Hill.

Park Hill, however, has other attractions of equal interest to those seeking a home. It has city advantages, being a part of the city of Yonkers, and shares in the thorough system of sewers, gas, electric lights, police and fire protection, school and church accommodations of a city of 35,000 people. Many beautiful homes are here, and many more will follow. The attention of New York's great army of home seekers has been turned this way of late, and the present population is only the advance guard of the army to follow. In a few years at most, Park Hill will be the center of the New Harlem, and the "old settler" will soon tell of how he threw away the opportunity of a lifetime by not putting his money into Park Hill lots when he first moved up from the city and Park Hill was only a suburb.

The location and principal features of the city of Yonkers has been fully described in the Hudson Division chapter. The morning and evening express trains on the Elevated Railways enable business men in Yonkers to reach the Battery in a little over forty-five minutes.

A fine three-story brick and iron station has been built here. It faces Getty Square, with 100 feet front and about 70 feet elevation. The passenger entrance is at the north end on the first floor, which also includes space for baggage room, offices, etc. A roomy elevator carries passengers and baggage from the ground floor to and from the waiting rooms and ticket offices on the second floor, and a broad

staircase also furnishes easy communication with the street. Trains run every half hour from early morning until midnight to and from 155th Street, making Yonkers practically a part of New York City.

Eight miles from 155th Street on the main line is Dunwoodie, situated one mile east from Getty Square, Yonkers, on Yonkers Avenue, and about two



A GLIMPSE OF THE PALISADES FROM PARK HILL.

THE PALISADES OF THE HUDSON, LOOKING SOUTH FROM PARK HILL.



miles west from Mount Vernon. At this point the new aqueduct is near the surface, and just east of the station is one of its great stone gate-houses.

DUNWOODIE.

As at Kings Bridge, the ridge east of the station gently rises to sufficient height to command a pretty view of the Hudson River on one side and Long Island Sound on the other. It is on this ridge, called Valentine's Hill, that the great Roman Catholic college of the diocese of New York is built. This institution is the largest and most complete of its kind in America, and Dunwoodie has been transformed from a place of comparative insignificance into a place of importance. The buildings, of which there are several, are large and massive, costing several hundred thousand dollars, and already the magic influence of capital and enterprise is being felt.

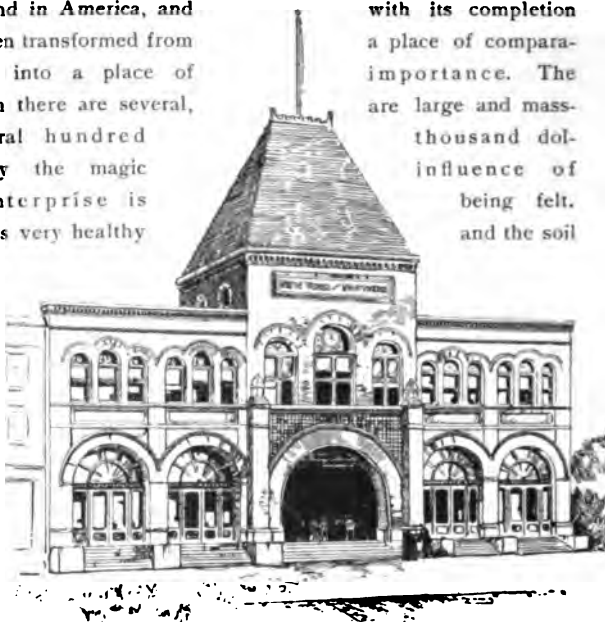
This locality is very healthy and the soil is excellent.

Much of the property in this neighborhood has been held for several years as an investment by rich syndicates, but now it has been surveyed and plotted, and is on the market in any sized parcel required. An elec-

tric railway line connects Dunwoodie with Mt. Vernon. From Dunwoodie the road gradually ascends to

Bryn Mawr Park, nine and one-half miles from 155th Street. The summit of this high ground is nearly 300 feet above the ocean, and here the valley opens out to the northeast, presenting a view almost unsurpassed, miles in extent, in which are located the little lakes of the Yonkers water-works, and a charming vale flanked by elevations usually crowned with woods and pretty spots highly cultivated, centered by many farm houses and pretty vilas.

The station at this place is unique in design and worthy of notice. It is substantially constructed of granite, pointed up with red mortar, having broad platforms and spacious porte cochere, while the interior is handsomely fitted up in hard woods. A spacious chimney with an open fire-place adorns the



GETTY SQUARE STATION, YONKERS, PUTNAM DIVISION.

waiting room, presenting a picture of comfort and convenience not common to railway stations. On the heights above the station several handsome villas



have been built, overlooking a scene of surpassing beauty and grandeur which delights the eye and charms the senses, creating a desire to linger in this fair land.

Nepperhan is ten and one-half miles from 155th Street, located on the clear and rapid Sprain Creek, which here flows through a

natural niche between the hills into the valley of the Nepperhan. A fine wide macadamized drive, starting from Yonkers Center, leads by this station on its way to Tuckahoe, a little over two miles east.

NEPPERHAN.

Directly west from Nepperhan are located a number of the elegant mansions of the Hudson River, including "Graystone," the home of the late Samuel J. Tilden. From here we go into the beautiful little Nepperhan Valley, where the broad meadows are parted in the middle by the silvery little river. The next station is

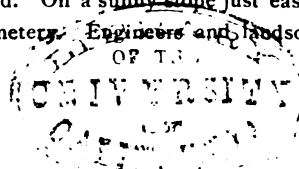
Gray Oaks, eleven miles from 155th Street. Situated in a valley with high ground on the east, presenting a fine location for residence, and being within easy distance of the city, it will, no doubt, develop very rapidly into a flourishing suburb, as its natural advantages will commend it to those seeking desirable building sites.

Nepera Park is twelve miles from 155th Street. Although but little more than two years old, Nepera Park has made a long stride toward becoming an important manufacturing place. We find located here an extensive shoe factory, a sash and blind factory, large moulding

NEPERA PARK.

mills and chemical works. Rows of neat cottages have been built for operatives employed in these factories, and many more have been planned to be built at an early day. The population is about 200. The elements of prosperity are here, and are rapidly materializing. The next station is

Mount Hope, thirteen miles from 155th Street. Population, 100. At other points along the line we have seen only indications of restless activity and life. Here we find rest—the city of the dead. On a sunny slope just east of the station is beautiful Mount Hope Cemetery. Engineers and landscape



architects have here created a place of interment which rivals in beauty any in the vicinity of New York. Under able and progressive management,

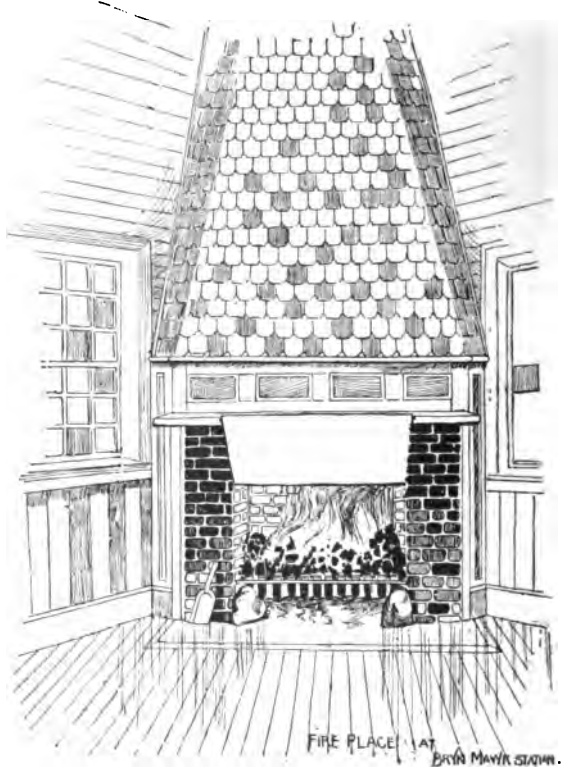
MOUNT HOPE.

backed by large capital, improvements are constantly going on, and Mount Hope is destined to become one of the famous cemeteries of the world. This favorable location was selected because of its natural beauty and suitability for the purpose, which, added to easy and quick transportation to and from New York, insured success to the enterprise from the start.

Chauncey, fourteen miles from 155th Street, bids fair to be one of the most beautiful as well as one of the most thriving towns on the line. Situated in a charming little valley, with high wooded hills on either hand, from the summit of which some magnificent views can be obtained, it offers many advantages to the home seeker as well as to the manufacturer. Those

high, breezy hills, free from malaria and mosquitoes, with a varied panorama stretching out as far as the eye can reach, will in a short time be crowned with many country homes, while the valley below, offering so many advantageous factory sites, will resound with the hum of industry. Chauncey is a brand new place, having sprung into existence within the past three years, bringing to mind stories of western growth and enterprise. Its present population is 250. The property here is in the hands of a syndicate of wealthy New York gentlemen who have clear ideas

of development. Roads have been graded, sidewalks laid, trees planted, a beautiful little park has appeared, together with a hotel, stores and other



buildings. A system of water supply and drainage is under way, and altogether the future is full of bright promises for Chauncey.

Ardsley, fifteen miles from 155th Street, is one of the lively towns of Westchester County, only a mile east from Dobb's Ferry, reached by Ashford Avenue, a splendid macadamized driveway. This town seems to have fattened while others have grown poor. Unlike some other villages in this locality, Ardsley has grown rapidly and healthfully, and now there is talk of building an electric railroad to Dobb's Ferry.



CHAUNCEY STATION, PUTNAM DIVISION.

In years gone by this location was a favorite camping ground of the Mohican Indians, and near here Gen. Washington, Gov. Clinton and Sir Guy Carleton met in a house still standing, and signed the final papers relative to peace between England and America, immediately after which the British evacuated the country and the Continental army disbanded. Many of New York's millionaires leave the cars at this station, and are driven to their homes on the Hudson.

The area along the Hudson River from this point to Tarrytown is said to contain more costly and elegant villas than any other of equal distance on this hemisphere. Ardsley and Dobb's Ferry are fast reaching toward one another with buildings, and must, before many years, be in fact one village. One mile farther on is the new station,

Woodlands, situated in a handsome bit of this pretty valley. The old Howland estate, on which is located the present hotel, a few yards west from the station, was formerly considered the best in this section. This is about the center of a plot of nearly 900 acres formerly owned by one of the millionaires of the metropolis, who built a large number of very neat cottages, with one to five acres with each house, now offered for sale or rent; the opportunities thus afforded to people of limited

means and the location are second to none in the vicinity of New York City. There are about 400 prominent residents here. Just below a little rustic bridge that crosses the river a dam has been built, holding the water back and forming a beautiful little lake, studded with little islands, and on which is excellent boating.

Spring Park, sixteen and one-half miles from 155th Street, is where the aqueduct again crosses from one side of the valley to the other, tunneling its way under the road-bed of the railroad. At this station the **SPRING PARK.** Teachers' Association of the City of New York have purchased a tract of land which is sold to members, in lots to suit, at a reasonable price, and a number of members are now building and others preparing



SAWMILL RIVER AND LAKE AT WOODLANDS, PUTNAM DIVISION.

to build. The locality and surroundings are pleasant and healthful, and well adapted for residence.

Eighteen miles from 155th Street is Elmsford, at the foot of "Beaver Mountain," from whose heights are distinctly seen Long Island Sound and the Hudson River. Known for a century as Hall's Corners, this **ELMSFORD.** place is a historic center, located on the old post road midway between Tarrytown and White Plains. On the ridge, just northeast of the station, is located the "Four Corners," where a company of patriots under Colonel Thompson were attacked by 1000 British soldiers in February, 1780, and after losing fifty men, killed and wounded, surrendered.

In 1829 citizens of Westchester County erected here over the remains of Isaac Van Wart a monument to his memory, as one of the captors of Major André, the British spy.



ISAAC VAN WART'S MONUMENT, ELMSPORD, PUTNAM DIVISION.

South of the station stands the old Greenburgh Dutch Church, the frame of which was raised about 1770. Adjoining is the little burying ground, where headstones mark the graves of many Revolutionary patriots.

Just south of the church stood the old Romer homestead, where the British officers used to bring flour, demanding that Mrs. Romer should bake it; she was patriotically inclined, and managed to give about half the fruits of her labor to Washington's men, it is said.

East of the station, on the road leading to White Plains, is located the grounds of the Agricultural Society, including an excellent half mile driving track. The fair held each year on these grounds is a notable event, bringing together many well-known society people, and attracting thousands of visitors from New York and neighboring cities. The little Nepperhan River is clear and swift at this point.

The soil here is a warm, deep, sandy loam. Property by acre or lot is offered at very moderate prices. One investor has expended about \$10,000 beautifying his grounds near the station within the past year or two. A well-known New York millionaire, who has had large experience in suburban real estate, has purchased a tract of land on the rising ground east of the track, and erected several handsome dwellings in which is to be found every convenience found in first-class city houses. These houses are sold on the monthly installment plan, and have had a ready sale. It is the intention of the owner to build a new house for every one sold. This in itself speaks loudly in praise of the enterprising spirit to be found here, and it is certain that under this

energetic treatment Elmsford will be a great success. Another feature deserving mention is the Knollwood Country Club, situated about one mile east of the station, which was organized by some of the wealthiest and best known New Yorkers. A beautiful club house has been erected, together with stables, kennels, tennis courts, bowling alleys, etc., and here the residents of Elmsford may while away their leisure without experiencing that monotony common to many suburban villages. An electric road is now being built between Tarrytown and Port Chester, running directly through here. The drives around Elmsford



ELMSFORD STATION, PUTNAM DIVISION.

are wide, and over-hung by the sheltering arms of tall old trees, almost touching each other in many places. The ridge east of the Nepperhan Valley is depressed at this point, and spreads out into a fine rolling country.

East View, twenty miles from 155th Street, is the location of the well-regulated County Farm of Westchester County and its solid stone buildings. The

EAST VIEW. view east or the "east view" from this station is grand, and many miles in extent; a stud farm which is the home of horses costing many thousand dollars each is located on high ground adjoining the historic Van Wart place, where the spy André spent his first night after being captured. From here the railroad makes a detour in the shape of a horseshoe, near the middle of which is

Tarrytown Station, situated on Main Street about one mile from the center of Tarrytown village. A cable road is now being constructed, and will soon run regularly between the Putnam station and the station of the Hudson River

Division in Tarrytown. To those proposing to locate on the banks of the Hudson this place offers unsurpassed advantages. Castle Ridge, named from the old stone castle that Frederick Phillipse built here in 1682, is a beautiful and healthy elevation, overlooking the river and surrounding country for many miles. A short distance from here, around a winding curve, is

TOWER HILL. Tower Hill, overlooking a locality of world-wide fame, quaint old Sleepy Hollow, a spot made famous and familiar to the general reader by the first American man of letters to win renown in England—Washington Irving. How many are the familiar names and historical associations that cluster around this locality, Sunnyside, where Irving did much of his writing, and where he died!

"The old Sleepy Hollow cemetery" where he was laid to rest, which adjoins the "Old Dutch Church" erected in 1699; "Pocantico" River, "a run



ELMSFORD—A RESIDENCE STREET.

between two hills," flows along the base of the little mountain, and is here crossed by a bridge claimed as the identical spot where the "headless horseman" tried to overtake the school-master, "Ichabod Crane."

"Kaakout," a lofty hill, level on top, is a prominent object of vision from steamboats passing up or down the Hudson. This section is well-known for

its pure, bracing air and general healthfulness. The surrounding country is thickly populated with a substantial class of residents, and opportunities for social enjoyment and refined society are not lacking.

Property is held at reasonable figures, and investors are sanguine and hopeful. The wise and progressive policy of the management of the "New York Central" has contributed much to this feeling, meeting as it does, every



SLEEPY HOLLOW CEMETERY AND
OLD DUTCH CHURCH, NEAR
TARRYTOWN.

effort made by property owners and investors for improvement, with a constantly expanding train schedule, and using every means to aid in making the country along its line a desirable place of residence.

Twenty-three miles from 155th Street is Pocantico Hills, population 200, formerly called Tarrytown Heights, situated on an extensive plateau embellished with elegant residences of many of New York City's favored ones, more than 500 feet above the sea. "The Hills" have

POCANTICO HILLS.

been known for years as a favorite resort, free from malaria and mosquitoes, and throughout the Summer months are the "place of rest" of many tired New York men and women. The view from here being of the loveliest description, overlooking a vast territory, with the broad bosom of the Hudson glimmering and glancing on its way to the sea, and the more distant waters of Long Island Sound seemingly at your feet, one never tires of the scene.

A recent enterprise at this point is the construction of extensive water-works, and the laying of pipes from the reservoirs to supply Tarrytown, Irvington, Dobb's Ferry and other villages in the neighborhood with pure



PUCANTICO HILLS STATION, PUTNAM DIVISION.

spring water. Desirable building sites can here be had at reasonable prices and on favorable terms.

Twenty-seven miles from 155th Street is Whitson's, in the midst of a valley of splendid farms. The stage line between Pleasantville, a mile east, and **WHITSON'S.** Sing Sing, two miles west on the Hudson, crosses the valley at this station, connecting with the trains from either direction. Just north of the depot Nature mounts her pedestal of supreme beauty. High hills of forest trees and rugged rocks combine with silver streams from



ECHO LAKE, PUTNAM DIVISION.

bubbling springs to entice the grown and delight the ungrown child. For nearly three miles the road winds its way through deep ravines and pretty meadows to

Merritt's Corners, formerly called "Mertens," nearly thirty miles from 155th Street, the first station from New York located in the great Croton water basin, a territory the like of which is known nowhere else on this globe. **MERRITT'S CORNERS.** Merritt's Corners is located near the southern boundary of this immense water-shed, where the streams begin to flow north toward the great reservoir that will for generations to come supply the city of New York with pure water. In this great basin of a

total area of 365 square miles are located nearly thirty lakes, some of them 200 feet deep, all drained to one point—the aqueduct that carries the water to the metropolis, quenching its fires and thirst.

Beautiful Echo Lake, less than a mile from the station, affords fine sport for the angler. The Chappaqua Mineral Spring, on the same road, a quarter of a mile beyond the lake, is famous for the purity and tonic effects of the water. Analysis shows that among its constituents are muriate of iron, sulphate of lime, chloride of calcium and manganese, being similar to a chain of springs extending through Washington County to Saratoga. Just west of the station stands the popular old stone "Merritt House," nearly one hundred years old, with which is connected an excellent livery.

For a pleasant Summer's day outing a trip to Merritt's Corners by an early morning train, lunch at the Merritt House and a ramble or drive through the beautiful country surrounding, is cordially recommended. The hotel is famous for its impromptu dinners, which are deliciously prepared and served. This place is prettily located, and recently many pretty cottages have been built near the station; but there is room for more, and some wise parties will soon fill the space.

Kitchawan, thirty-two miles, or one hour's ride from 155th Street, situated on the southern shore of Croton Lake, population 150, is destined ere long to be a place of no little importance. The name "Kitchawan" was

KITCHAWAN. the old Indian name for the Croton River, meaning the whole stream. When the great Quaker Bridge dam is finished here will be a lake nearly sixty miles in circumference, or more than twice the size of any other artificial lake in the world, in which are nearly all kinds of fresh water fish found in New York State, and along its shores excellent hunting.

Five miles west is the city of Sing Sing, on the Hudson, reached by two well kept turnpikes. Four miles east is located the pretty little village of Mount Kisco, also having two excellent roads leading to it. The farming lands in this locality are of the best, many acres of which are planted in fruit trees and seem naturally adapted to them, yielding large yearly revenues to the owners.

The soil is a kind of warm, sandy loam, and susceptible of a state of the highest cultivation. The farm houses in the neighborhood are commodious and well kept, nearly all being painted white, with green blinds, after the fashion of a prosperous New England settlement. Several New York business men have homes near Kitchawan, going to the city every morning and returning at night. This not only enables them to escape the heat and mosquitoes, but also permits their enjoyment of the pure, invigorating air of the little mountains.

A few minutes' walk northeast from the station is one of the highest peaks in the Croton water-shed, known a century back as the Heights of North

Castle, where Washington's troops rested and were entrenched for three weeks after the battle of White Plains.

In a clump of trees near the summit, some 400 feet above the lake, still remains part of the old fortification. From the Heights of North Castle or Fortification Hill, as it is now called, the view is one of the grandest in Westchester County. To the south, as far as the eye can reach, is a succession of



RAILROAD BRIDGE, CROSSING CROTON LAKE, PUTNAM DIVISION.

hills and dales, with here and there a settlement or village, beautiful to behold. Westward the noble old Hudson is in view for miles, looking her best, and beyond the verdant Rockland Hills; to the east, if in the early morning, the sun seems to start from the hills of old Connecticut.

In anticipation of the thousands who will visit this "wonder of the water-shed" and the great dam, parties are wisely negotiating for sites for additional hotels in the neighborhood of Kitchawan. We say "wisely," we think justly; this being not only the first but many times the largest lake met after leaving New York City, and where will be almost boundless boating and fishing in Summer and skating in Winter.

At Croton Lake Station, located about 150 feet above the lake on its northern shore, all trains are met by carriages from the hotels, which it may be safely affirmed are situated as finely as on any part of the line.

CROTON LAKE. The dam holding the water that fills the aqueduct coming to the city over High Bridge is only one and one-quarter miles west of this station. The lake abounds with all varieties of fresh water fish.

Thirty-seven miles from 155th Street, at an altitude of 450 feet, is Yorktown, a place of growing enterprise, exceptional advantages, and a very

promising future. Almost the first building erected here was the pretty little station of the Putnam, only a few years ago. From the very first

YORKTOWN. this place grew rapidly, until now its broad, shady streets, lined with stores and pretty cottages, present another of the spots to love among the many throughout this beautiful section of country. Little more than a mile west of the town, by two or three spacious shaded drives, are the two Mohansic Lakes, stocked with a numerous variety of fine fish. Covering about 300 acres, these beautiful sheets of water are a delight to the boatman and a healthy resting place for the weary. In the vicinity of Yorktown are some of the choice farms of Westchester, and many country seats of New Yorkers. North of the station stands the house in which the spy André breakfasted early on the morning of the day of his capture. The grade of the railroad drops about fifteen feet on its way to the next station,



TROUT LAKE, NEAR AMAWALK, PUTNAM DIVISION.

Amawalk, thirty-eight miles from 155th Street, which, like Yorktown, is located in a valley fair to look upon, and extensively known as a section of excellent dairies, orchards, grain and grasses. Its inhabitants number about 300. Hundreds of car-loads of the purest milk are shipped from these two points each year to the New York market. As from Yorktown, the drives from this place to deep little lakes full of excellent fish, a mile or so away, lead across sparkling streams and through shaded

dells, where the lovers of the quiet of forest rambles and seekers of rest may fill to overflowing the cup of their hearts' desire.

Amawalk was first settled by Quakers, or Friends, and their frugal habits and conscientious living seem to have left their impress upon the community, for a stranger always feels welcome and better for even a limited sojourn here. A large number of points of historical incidents of the country's early struggle are pointed out to searchers for information of that kind.



THE ARTISTS' MILL, WEST SOMERS.

The rapidly growing little village of West Somers is the next station, over 500 feet above the sea, thirty-nine miles from 155th Street, finely situated in the center of an extensive farming country. Population 150. This station is the distributing point of a large section of rich country, and here are loaded the numberless cars of milk and other farm products shipped yearly to New York City. A run, a little up grade, of nearly three miles, and we are at

WEST SOMERS. Baldwin Place, population 150, forty-two miles from 155th Street, with an altitude of more than 600 feet. This town is the first on the Putnam Division in Putnam County. The character of the country is the same as in the neighborhood of West Somers, and, like that station,

BALDWIN PLACE. Baldwin Place is the middle of extensive farming lands noted for their productiveness of quantities of the richest of milk and cream forwarded to New York dealers. Most of the farms throughout this entire



LAKE MAHOPAC, PUTNAM AND HARLEM DIVISIONS.

range are well-paying investments, under excellent cultivation, brought to that point by their owners, who live happily on them. From this point the road continues up a gentle grade until a height of more than 700 feet above the sea is reached, and forty-four miles from 155th Street we are at

Lake Mahopac, population 500, noted as a place bountifully provided by nature to charm all having the good fortune to pass this way. Of more than twenty-five bodies of water in the Croton water-shed, Lake Mahopac, with possibly one exception (Lake Gleneida at Carmel), is counted the pride of



OUTLET OF LAKE GLENEIDA, PUTNAM DIVISION.

that great basin. Associated in modern times with beauties wondrously romantic in rural scenery and gay, fashionable life, this beautiful sheet, covering more than six hundred acres, deep and clear and abounding in first-class fish, where mosquitoes and malaria are unknown, will at once arrest the attention of the rest-hunting man or woman. Lake Mahopac is noted for its excellent hotels. The famous Thompson House, Dean House, Cole House, Interlaken and a score of somewhat smaller hotels afford the best possible accommodations, including all of the conveniences and attractions of a first-class summer resort. A line of stages run daily from here across the country to Peekskill, a charming trip of about fourteen miles. From the beautiful Mahopac the road winds its way along the hills a short distance to

Crafts, with a population of 300. This is a small place devoted chiefly to milk and cream shipments to the city. Lake Gilead, a sparkling sheet of clear spring water, lies to the east of the village, and its shores afford one of several delightful drives that may be found hereabouts. There is also excellent fishing grounds in the vicinity. The railroad here is several feet below its grade at Mahopac, but is still elevated enough to get a fine view of an extensive valley to the east, and ranges of mountains in far-off Connecticut. Leaving this section the road crosses a trestle nearly a quarter of a mile long; and half a mile further on runs through a short rock-cut, then bursting into the exquisite valley of Lake Gleneida, following along its eastern shore to

Carmel, the county seat of Putnam County, forty-nine miles from 155th Street, an interesting and handsome little village of 600 inhabitants, forming almost a crescent around the northern shore of the lake. This peculiar sheet of water and its surroundings present scenes in many respects unequalled elsewhere in the country. Taste, culture and wealth have dressed the rough corners, and now combine with nature in spreading before the stranger an exceedingly pleasing landscape in which the lake, "a veritable crystal spring," with an area of 170 acres, forms the center. Its even grassy shores rolling to and fro like an immense green sea, with here and there a little patch of woods or shrubbery half hiding the gravelly walks, running back from the main thoroughfares to the tasty cottages—all this we say, and ten times more, contribute to make this town a place of beauty, and why not a joy forever?

Several good hotels afford first-class accommodations at reasonable rates to all visiting the place seeking rest or pleasure. Carmel proudly supports two weekly papers, two or three banks, and churches of several denominations.

In April, 1866, the Drew Seminary and Female College was incorporated by the late Daniel Drew and others, and located here in the native town of Mr. Drew. The building is very large, fitted with steam and gas throughout,

and supplied with maps, charts, globes, philosophical and chemical apparatus, and a choice library of over 3000 volumes. The edifice is located on an eminence overlooking the entire village and lake. Nearly three miles from this place the road runs into a country a little more rugged, to

Tilly Foster Station, where are located the extensive and profitably worked iron mines now more than 600 feet deep, from whose depths are yearly taken

TILLY thousands of tons of excellent magnetic ore which, mixed with
FOSTER. Pennsylvania ore, makes a fine quality of steel. In population it numbers 400. Leaving here the road crosses one of the great storage reservoirs which helps to supply water to New York in dry seasons.

Fifty-four miles from 155th Street the train pulls into its last station, at Brewster, making direct connection here with the New York & New England

BREWSTER. Railroad, which leaves the Hudson River on the west at Fishkill, and runs east to Danbury, Waterbury and other towns through Connecticut to Boston. A further description of Brewster will be found in the following chapter on the Harlem Division.



THE HARLEM DIVISION.

NEW YORK TO CHATHAM.



ONE of the most extensive engineering operations that have been undertaken in New York, is now well under way and being rapidly pushed toward completion, in Park Avenue, from 109th Street to the Harlem River, by the New York Central. It consists in changing the grade of the tracks from a depressed to an elevated structure, or steel viaduct. This work involves a big outlay, and is of a very difficult character. There are two important reasons which induced the directors of the road to undertake the task. The first was to raise the level at which the tracks crossed the Harlem River to twenty-five feet above high water, so as to avoid frequent and vexatious delays due to the opening of the drawbridge, to allow barges and scows to pass through. With twenty-five feet clear, all craft, except those with high spars, can easily pass under the bridge. The other reason which decided the directors to make the change was consideration for the comfort of the road's patrons, as an elevated road is unquestionably pleasanter for travel than a depressed or sunken way. The present masonry viaduct, beginning at 96th Street, will be built up as far as 110th Street, where the increased height will amount to nine feet. From there on the tracks will be carried on an elevated structure very similar to that used by the elevated roads. Instead of the heavy down grade which now exists, the grade from that point on will be slightly up, so that when the hill is reached at 115th Street, the road-bed instead of being sunk will be well above the street level. The plans contemplate the erection of a new station at 125th Street that will be very convenient and an ornament to the upper end of the city. There will be a platform for each of the four tracks, so that it will be impossible for any one to get on the wrong train, and the platforms will be two blocks long, extending from 124th to 126th Streets. Each platform will be covered, and on each side of the station there will be a waiting room, sixty-five feet wide and twenty-five feet deep, projecting over 125th Street. The two middle tracks will be used for express trains as they are now. These tracks will be carried right through on a straight line. The outside or local tracks are to curve out to make room for the platforms. The two middle platforms are to be connected with the stairs from the Street by two over-head bridges. The approaches to the station will consist of four flights of stairs from each side of the road. There is also included



DEPRESSED TRACKS AND OVER-HEAD STATION, TREMONT.—HARLEM DIVISION, NEW YORK CENTRAL.

in the plans the erection of a fine four-track steel bridge over the Harlem River. The new grade will run into the old again at Mott Haven Station, 138th Street.

A short distance north, at Mott Haven Junction, the lines of the Hudson River and Harlem Divisions diverge, the former running westward to the Hudson, the latter continuing due north.

From this point to Fordham, a distance of four miles, the road-bed has been depressed below the street level, and the streets carried over the tracks, thus avoiding grade crossings. The road, which is probably the finest for suburban traffic in this country, contains four tracks, laid with heavy steel rails, upon standard ties, and eighteen inches of broken stone ballast. The two central tracks are for the exclusive use of through express trains, and the two outer tracks accommodate the local or rapid transit trains.

Twenty-one of the city streets which formerly crossed the track at grade are carried over the four tracks by iron bridges, of the full width of the roadways and sidewalks, and five of the old station buildings have been replaced by handsome iron structures, of much architectural beauty, built over the track, on the same level and in connection with the adjacent bridges which form the approaches to these stations. The length of the new station buildings is sixty-nine feet across the track, the width twenty-six feet. Each accommodates a ticket office, waiting rooms, ladies' retiring rooms, two baggage lifts for handling baggage, and two stairways descending to the platforms at the tracks on either side for "up" and "down" trains. The platforms are 500 feet in length and ten feet wide. The cost of these improvements was in the neighborhood of \$2,000,000.

Melrose, Claremont Park, Morrisania and Tremont, all handsome suburbs of the city, have been so rapidly settled within the past few years that their identity is all but merged in that of the great metropolis. In nine miles we reach

Fordham, the seat of St. John's College, a noted Roman Catholic institution whose buildings and spacious grounds are seen to the right of the track.

FORDHAM. The popularity of Fordham as a place of residence is attested by the large number of tasteful houses built within the last few years, as well as the number now in course of erection. There is an excellent public school here, a number of good stores and several churches. The next station is

Bedford Park, a beautiful and rapidly growing place, and the residence of a number of well known New Yorkers, whose tasteful villas embellish the broad and handsome avenues of the Park. **BEDFORD PARK.** Opposite the station is the site of the new Bronx Park.

The New York *Herald* recently published a highly interesting article relative to the proposed establishment of a botanical garden, museum and

arboretum, fashioned somewhat on the plan of the magnificent Kew Gardens of London, at Bronx Park, from which the following is abstracted :

"I suppose there are thousands and thousands and even hundreds of thousands of New Yorkers who have never been in Bronx Park, and have no



BRONX RIVER FALLS IN BRONX PARK, NEW YORK CITY.

idea how to get there. This magnificent breathing spot of the future millions of the men and women of the Manhattan of the next generation, however, is hardly a half hour distant from 42d Street Station. You descend from the train at Bed-

ford Park Station and the beautiful vistas of the Bronx Park open out before your astonished gaze. I have been in the remoter regions of the Yellowstone National Park and have seen nothing more attractive than the varied sylvan land and water-scape scenery of this attractive resort, which is not resorted to even in Summer by the great masses of the population because attention has never been drawn to its wonders. Were it not for a very occasional park policeman jogging by in his Confederate gray, it requires no effort of the imagination to locate yourself in Sherwood Forest or in any other sylvan scene which may attract your fancy. The park is about 800 acres in extent, lying in the 23d and 24th wards of New York City and Westchester County. All that portion of the park north of the Bronx River is in Westchester.

"Bronx Park came into the possession of the city in a magnificent condition. For the most part it was the country residence of the late Peter Lorillard, and along the north side of the Bronx are still to be seen the ruins of the Lorillard snuff mills, which the beautifying if destructive touch of time has made most picturesque.

"Along this woodland stream, which now glides with a contented murmur through mossy banks, now with tempestuous roar through great granite walls, beautifully shaded throughout its course, from Williams Bridge to the Sound, with umbrageous oaks and hemlocks, spruce, maple and pine, was the favorite walk of the Maryland poet—Edgar Allen Poe—during the many

years he lived in the Fordham cottage, some ten minutes' walk away. And it seemed to me that, as I walked along this lovely stream, I recognized here a glade, there a vale, and now a water vista which must have inspired the poet's pen as he painted, as perhaps only Ruskin since his day has painted, the beauties of woodland scenery in his 'Magic Garden.' Beautiful as Twicken-

ham is, fair and lovely as is the peaceful scene that is beheld from Richmond Heights, the surroundings of the embryo botanical garden are a hundred times more beautiful than the country about Kew with the poet's praised Copper's Hill in view. May the garden be worthy of its magnificent scenic setting!"

Williams Bridge, eleven miles from New York, with a population of between four and five thousand, is a very attractive place, and shows year by year a healthful and natural growth. A handsome new station with attractive exterior and commodious waiting rooms and baggage rooms, and a tasteful lawn at the rear, has recently been erected here. One mile beyond is

Woodlawn, population 1700, where is located the largest and most beautiful of the many cemeteries in the vicinity of New York. The cemetery, however, is not Woodlawn's only claim to distinction.

Crowning the hills north and east of the station are many handsome cottages occupied by the families of New York business men who have made the discovery that no locality in the vicinity of the city offers better inducements for residence. The elevation is sufficient to dispel any idea of malaria, the drainage perfect, the surroundings delightful. Also, Woodlawn enjoys, with one or two exceptions, the most ample train service of any station on the line.

Mount Vernon, thirteen miles from New York, is now a full-fledged city, offering inducements for residence which are scarcely equalled by any other place in the vicinity of the metropolis. It has a population of about 15,000.

The city is attractively laid out, and contains many fine churches and schools, and also a large number of elegant and tasteful dwellings. The streets are broad and generally well paved, lighted and sewered. The houses are for the most part surrounded by gardens or terraced lawns. The social and religious life is



WORTH MONUMENT,
MADISON SQUARE.



LAFAYETTE STATUE,
UNION SQUARE.



A RESIDENCE STREET ON CHESTER HILL, MOUNT VERNON.—HARLEM DIVISION, NEW YORK CENTRAL.

active and well organized. Education receives intelligent attention and a liberal appropriation, which is as unusual as it is commendable, and which those intending to become residents of some suburb will do well to note and investigate. The banking facilities are ample and reliable. Efficient fire and police departments are also maintained. The water service is excellent, the



SHAKESPEARE STATUE IN
CENTRAL PARK.

supply being ample and pure. There is a good sewage system draining into Pelham Bay, with a fall of 150 feet. The city is quite near both Pelham Bay and Van Cortlandt and Bronx Parks, although unlike New York it has no need of breathing spaces. In the residence quarter not a store or factory mars the picturesqueness and homelike character of the scene. There are five electric railway lines in the city: one running from the Harlem Station across to the New Haven Station, connecting with all trains; another line runs from the Harlem Station to the Hudson River Station in Yonkers; a third line runs south to Harlem Bridge; a fourth line runs to Eastchester, and a fifth line to Pelham Manor. A sixth line, now in course of construction, will run from the terminus of the cross-town line, at the New Haven Station, over on Chester Hill, and up Lincoln Avenue, prob-

ably to White Plains. The growth of Mount Vernon within the past few years has been very rapid, and the march of progress tends steadily onward.

Bronxville, the next stopping place, is set in the midst of exceptionally beautiful surroundings, and the visitor notices everywhere evidences of

BRONXVILLE. healthful growth and enterprise. It has a population of about 1000. Armour Villa Park, on a pretty hillside to the left of the track, within three minutes' walk of the Bronxville Station, is one of the most beautiful and tasteful collections of villas in Westchester County. The park has been laid out with pretty lawns and broad avenues of dazzling whiteness spread with broken marble from the famous quarries at Tuckahoe. Distant views of the Palisades, villas and cottages surrounded

ARMOUR VILLA PARK.

by fine trees, and miles upon miles of forest growth, stretching out towards the Harlem and the Hudson, make a charming picture. Opposite Bronxville is Lawrence Park, with many of the characteristics of Armour Villa. The celebrated Tanglewilde

Spring, which produces an excellent quality of table water, is located about a quarter of a mile from the station.

Tuckahoe, sixteen miles from New York, is famed for its extensive marble quarries, whose product is shipped to all parts of the United States.

TUCKAHOE.

Over 700 men are employed in this industry. It is a handsome town of about 2000 inhabitants, and now more than ever before seems animated by the genius of improvement. To meet the demand for building sites several old country seats have been put on the



BRONXVILLE STATION, HARLEM DIVISION, NEW YORK CENTRAL.

market, and building is rapidly progressing. Seven hundred yards from the station is Mohegan Park, which boasts a location unsurpassed for beauty and healthfulness. Looking toward the west

may be seen the Palisades of the Hudson and on the east the waters of the Sound. The foothills of the Berkshires are visible at the north, and the towers and spires of New York City at the south. The soil is dry and

MOHEGAN PARK.

sandy and the natural drainage perfect. The water supply is from an artesian well, and is the best and purest that can be obtained. It is proposed to make Mohegan Park an ideal place for suburban homes, and no pains or expense will be spared in laying out and beautifying its public grounds and drives.

Victoria Park, the imposing entrance to which is seen just over the hill to the left of the station, comprises about seventy acres, situated in the city of Yonkers, of which it forms part of the Fourth Ward. The property consists of fine level meadow land, slightly sloping to the west, thus assuring perfect drainage. The soil is a fertile sandy loam. Improvements are being pushed with energy, and a number of handsome houses have already been erected. This season will doubtless see many others under way.

VICTORIA PARK.

Yonkers Park, adjoining Tuckahoe, also located in the Fourth Ward of Yonkers, is situated on high ground, and is rapidly developing. Extensive improvements have already been made, and more are promised. Streets and drives of generous width have been not only

YONKERS PARK.

laid out, but they are opened, graded, curbed and flagged. Handsome entrances have been constructed at the approaches to the main

avenue, and landscape gardeners and architects are actively employed in beautifying the spot. Three miles north of Tuckahoe is the pretty village of

Scarsdale, population 600, which offers special inducements to those in search of a healthful and quiet country home. The broad acres of the old **SCARSDALE.** Arthur Manor have been purchased by a syndicate of capi-

talists, who are rapidly prosecuting the work of grading, opening streets and avenues and marking out corner lots. Investors will do well to look the ground over at Scarsdale before deciding upon another location. Less than two miles beyond is

Hartsdale, with a population of 700, another attractive Westchester village, containing several Summer boarding houses. Passing Hartsdale, we enter a **HARTSDALE.** very pretty stretch of country, with rolling hills to the right

and left, and skirting the track of the silvery Bronx, now broader and deeper than where we left it a few miles below, and wearing more the aspect of a river. Crossing a substantial iron bridge and sweeping around a grand curve, we enter

White Plains, the capital of Westchester County, twenty-two miles from New York, and one of the finest towns on the road. The history of White

WHITE PLAINS. Plains antedates the Revolution, and is full of interest. In 1663, more than two centuries ago, English settlers from Greenwich, Conn., purchased from the Indians a tract of ground called Quappas, or, as they named it, "The White Plains." The title was disputed, however, and the dispute operated to prevent a settlement of the Plains until about 1720. In

1721 certain persons living in what we now call White Plains obtained for themselves a grant from the British government of 435 acres, and divided the land.

Among the owners we find

the well-known town names of Underhill, Hatfield, Horton and Brown.

On the 28th of October, 1776, the battle of White Plains was fought, the principal and decisive part of the engagement being at Chatterton Hill, a little to the west of the railroad and across the Bronx River. Washington, who was personally in command, made his headquarters just north of the town, about



YONKERS PARK STATION, HARLEM DIVISION.

one mile from the railroad station. The principal street is about a mile long, very wide, and being thickly shaded, forms an attractive feature of the town. It was given to the village by George III. White Plains is especially distin-

guished for its healthfulness. This fact, with its accessibility, makes it very desirable to many persons for Summer homes. It has a population of about 8500. New water-works have been recently constructed, and the village is now favored with as good a system of water supply as can be found anywhere.

About six miles distant, on the Sound shore, are Hawthorn Beach, Rye Beach, Milton

HAWTHORN BEACH.

Point, and other attractive resorts that afford excellent fishing and bathing. All of

these points are reached by one or another of the beautiful drives for which Westchester

RYE BEACH.

County is noted. Proceeding northward from White Plains a charming landscape reveals itself

in varied manifestations of wondrous beauty. Rare combinations of mountain, stream and

MILTON POINT.

foliage greet the eye in endless variety, the whole forming a panorama of rural scenery in-

comparable for beauty, picturesqueness and variety. A run of three miles brings us to



SOLDIERS' MONUMENT, WHITE PLAINS.

Kensico, one of the most charming villages on the line. Population 200. Lake Kensico, of which a fleeting glimpse is obtained as the train enters the

station, is bosomed in the hills that rise directly back of the village. It is two miles long and about half a mile wide. Front-

ing and overlooking the lake is beautiful Kensico Park, which is being very tastefully laid out, and will soon be the center of a large permanent population.

North of the station for some distance, and extending on both sides of the track, is the New Amsterdam Park, where the process of development has only just begun. About 100 rods north, on a slope to the west of the track, is the handsome new station of Kensico Cemetery, which, next to Woodlawn, is the largest and finest cemetery in the vicinity of New York. In the grounds stands an old Revolutionary house, said to have been the stopping place of the ill-fated André and his captors on their way to the army headquarters.

Unionville, the next station beyond, is most delightfully situated and offers many inducements, either for permanent residence or a temporary

Summer home. The country is quite hilly, and lakes and streams abound. Buttermilk Hill, said to be the highest point of land in Westchester County,

UNIONVILLE. overlooks the village on the west. From its summit are obtained fine views of the Hudson Highlands, the Statue of Liberty in New York Bay and the spires of St. Patrick's Cathedral.

Sherman Park, one of the most popular, healthful and picturesque suburban home sites on the line, begins about half a mile south of Unionville, east

SHERMAN PARK. of and adjoining the railroad property, and extends north as far as Pleasantville. A handsome new station for the Park

has been erected about midway between Unionville and Pleasantville, and arrangements have been made to stop a number of important trains there for the accommodation of Park residents. Streets have already been opened, avenues laid out, and a large number of attractive houses



KENSICO CEMETERY STATION, HARLEM DIVISION, NEW YORK CENTRAL.

erected. There are extensive lime and marble works here, and the handsome college of the Dominican Fathers, occupying one of the most commanding sites in the Park, has just been completed.

Pleasantville, thirty-one miles from New York, has improved very rapidly during the past year, from fifteen to twenty-five houses having been erected

PLEASANTVILLE. within that time. The population is 1400. Good board can be obtained here for the Summer, and a more desirable spot it would be difficult to find. Two miles farther on is

Chappaqua, population 600, where Horace Greeley lived and learned what he knew about farming. Unique and aboriginal as the name is, there

CHAPPAQUA. are many who think the place should have been named Pleasant Valley, for surrounding hills never bosomed a

pleasanter. So thoroughly was it drained by the late Mr. Greeley—who spent the happiest hours of his life upon its meadows and hillsides—that malarial diseases never invade its quiet dwellings. The unpretentious but tasteful house

that was Mr. Greeley's home was totally destroyed by fire a few years ago, and his daughter now occupies what was formerly the old stone barn, but has been transformed by a skillful architect into a handsome and commodious residence. The forest, where for more than twenty years Mr. Greeley's axe



FIVE HARLEM VALLEY FARMERS.

taught the sapling how to mature into the well-shaped and graceful tree, is still the resort of the meditative and the gay. All about Chappaqua are charming groves and rocky dells, and dotting the hillsides many sightly and comfortable homes which invite the weary denizen of the great city to spend, at reasonable cost, the Summer hours which custom permits him to withdraw from the counting-room or workshop.

The Chappaqua Mountain Institute, known as the "seat of Quaker learning," is situated here. Here, too, is the old Quaker Church, once occupied by sick and wounded soldiers of the Revolution, and on the surrounding slopes lie the bones of many a hero who fought and died for liberty. There are two good hotels and several desirable boarding places in the village, and the drives are interesting and numerous. An extensive electric light plant is to be established here to light Chappaqua and several of the other near-by villages. A large shoe factory has lately located at Chappaqua, giving employment to over 125 hands, and other manufacturing enterprises will soon be established. Resuming our journey, an entertaining ride of about four miles brings us to

CHAPPAQUA MOUNTAIN INSTITUTE.

Mount Kisco, an interesting and thriving place of 1500 population, thirty-seven miles from New York. Like most of the towns of Westchester and other counties lying on the east bank of the Hudson, Mount Kisco is favored with charming drives, freshened by fragrant groves and rippling rills affording many and various glimpses of a landscape charming in the extreme. Situated at a considerable altitude above the sea level, Mount Kisco enjoys a pure, brisk air, and rarely beautiful natural environments. Like a jewel in its setting, the village nestles amid wooded hills, charming valleys and limpid streams, surrounded on all sides by an ever-changing and increasingly-fascinating landscape. A network of country roads, everywhere presenting views that charm the eye, spreads in all directions, affording a never-ending combination of drives whose attractiveness is not soon exhausted. Sharp turns around the base of steep hills, now wending through a deep ravine, then at the very edge of a precipice, give a variety of views that is really kaleidoscopic.

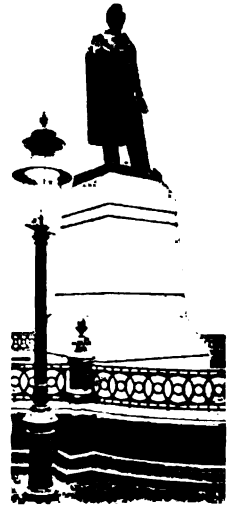


A RESIDENCE STREET, MOUNT KISCO. —HARLEM DIVISION, NEW YORK CENTRAL.

A short drive over a picturesque road in a northwesterly direction brings the sight-seer to Croton Lake, a beautiful body of pure drinking water for the denizens of the great metropolis. Here is good fishing, and on both sides excellent driveways, while at a little distance back green hills present their irregular outlines against the sky. Two miles farther one is brought face to face with one of the mightiest engineering feats in all ages—the new Croton Aqueduct—which cannot fail to well repay even repeated visits. Just west of the village flows the quiet Kisco,

from which the place derives its name (meaning "still water"), and in every direction are streams of more or less magnitude, while springs of pure, sparkling cold water are almost as numerous as wells. At the north-western limits of the village looms up old Kisco Mountain like a sentinel over the settlement. Since its incorporation, twelve years ago, a wise administration of village affairs, backed by a commendable degree of public spirit, has done much for the place. There are over three miles of village streets with stone sidewalks, well laid and in good repair. The houses are of tasteful design, and their surroundings are neat and attractive. Numerous grocery, dry goods and hardware stores, and meat and vegetable markets, furnish all needed family supplies most conveniently. The churches are all in a thriving, harmonious condition, and the pastors men of ability and earnestness not usually found in a village of this size. The Presbyterian, Methodist Episcopal, Catholic, Protestant Episcopal and Friends denominations have commodious places of worship, all in good repair, and not burdened with the customary heavy debts. The Union Free School is justly a matter of village pride, and is rarely surpassed in excellence even in towns much larger. The non-resident attendance at this school is large, and is steadily increasing.

But all these considerations of attractiveness fade before that superlatively important one—healthfulness. And in this respect Mount Kisco again comes forward with an extraordinary and clean record of carefully kept statistics, showing the average death rate to the entire population to be ten to 1000, comparing most favorably and strikingly with the New York City mortality statistics of one to forty, and proving Mount Kisco to be more than twice as healthy as the great metropolis. A syndicate of capitalists recently formed has purchased a vast tract of land here which it is proposed to transform into a park similar to Tuxedo, with fish and game preserves, race courses, etc., and to construct a handsome club house and cottages which shall be the pride of the country side. A number of excellent boarding houses in the village, and a score or more of farm houses in the surrounding country, furnish excellent accommodations for Summer boarders. An average of 1000 city people make their Summer home at Mount Kisco. After leaving Mount Kisco, the next application of air-brakes brings us to a standstill at



LINCOLN STATUE IN
UNION SQUARE.

Bedford, thirty-nine miles from New York City. Bedford is a beautiful **BEDFORD.** village situated at the base of a rocky eminence in one of the most romantic and picturesque parts of Westchester County. The drives

and rambles through and along the valley in which this town is situated, and over the surrounding slopes and hills, are the most charming to be met with in this section of the country.

Lying about one mile to the northwest is Croton Lake, studded with green islands, and hemmed in with bold and rocky shores; it abounds with fish of the most gamy sort, offering fine sport to the angler; its waters are frequented by all kinds of water fowl, including black and canvas-back ducks.

The natural drainage of this village is perfect. There are no miasmatic swamps hereabout; the water is the most wholesome to be met with in nature, and intermittent fever is unknown here. A line of stages connects this village with the historic village of the same name, situated about four miles east, once a half-stone town, and destroyed by Tarleton and his rangers during the Revolution. The town is also supplied with a line of stores, among the best to be met with along the the entire road; in addition, a first-class hotel and livery stable. A large number of the most inviting private boarding houses for Summer boarders are located in this vicinity to meet the demands of those wishing to avail themselves of the advantages offered by this beautiful hamlet. Speeding on, we soon come to a stop at

Katonah, a romantic village named after an Indian chief, who originally owned all the land hereabout, a large tract of which was secured by the Jay family, who for generations past have made it their home.

KATONAH. Katonah is forty-two miles from New York, has a population of about 700, and is situated near the boundary line between Westchester and Putnam Counties. It is noted for its hills and valleys, pure water and bracing air. There are two stage lines in operation from Katonah: one runs to Boutonville, nine and a half miles, stopping *en route* at Cross River and South Salem; another runs to Lake Waccabuc, seven miles. The railroad company has set apart a piece of ground along the platform at the station, which is beautifully laid out with flowers during the Summer. A ride of two miles farther brings us to

Golden's Bridge. This quaint little place, forty-four miles from New York, may very justly feel a natural pride in its surroundings. About four miles to the east of the bridge, at the terminus of a drive or walk that presents a constant succession of charming surprises of nature, we find little

GOLDEN'S BRIDGE.

Lake Waccabuc, smiling back at the sun, or timidly hiding its ripples in the long shadows of high, overhanging foliage. Like all the lakes in this section, Lake Waccabuc is well stocked with the choicest variety of fish. A few years ago the tourist wishing to visit this section of Westchester County could not do so in comfort. The luxury of comfortably equipped cars was wanting after White Plains was reached, and one of the old style four-in-hand coaches was

LAKE WACCABUC.



LAKE WACCABUC, HARLEM DIVISION.

substituted for the remainder of the trip. But now things are different. A short ride on the Harlem Railroad to Golden's Bridge, and a drive or walk of a few miles over the country eastward, brings him to Waccabuc Lakes. As he rides along he sees some of the innumerable hiding places of the cowboys of a hundred years ago—the "bummers" of the Revolution. A couple of Washington's headquarters are reached, and after winding through a beautiful wood the three lakes of Waccabuc suddenly lie beneath you, strung like glittering jewels on a stream which is so shaded by overhanging boughs that the sun never reaches its waters. These lakes are

located among the hills for which Westchester County is justly noted, and are remarkably picturesque. The city authorities of New York have deepened the channels which connect them, so as to have a free flow of water into the last lake which flows into Croton River near by. The passages between the lakes are from half a mile to a mile in length, through the woods, and each lake is from four to six miles in circumference. Choice varieties of fish are plentiful, and the country abounds with small game, furnishing ample recreation for sportsman and angler.

The country is rich with stories of red-coats and Indians, and many traces of the latter are still to be seen. In the center of the lake is the little island of Juan Fernandez, with its curious Indian ovens, and a little beyond it is the Cedar Grove, a small hill, beautifully shaded, and almost surrounded by water—a spot deservedly popular with picnicing tourists as well as rustic swains and sweethearts.

At Golden's Bridge we take the Lake Mahopac branch of the Harlem Railroad, and ascending a grade of eighty-five feet to the mile for seven miles, we reach one of the most Eden-like spots on the face of the globe—

Lake Mahopac. The Harlem Road has recently constructed here a handsome new station of the Queen Anne style, containing a spacious waiting room, ticket and telegraph offices and a covered platform twelve feet wide and 200 feet long. It is located at the junction of the Peekskill and Cross roads, and distant about 300 feet from the water line of the lake. The Putnam Division also has a well appointed station here, located within convenient distance of the principal hotels.

This locality has long been known as a charming Summer retreat, and the improved facilities now afforded for reaching it, the ample accommodations



THOMPSON'S HOTEL, LAKE MAHOPAC, HARLEM AND PUTNAM DIVISIONS.

provided by the excellent hotels and neighboring farm houses, make it more accessible and popular than ever before. The lake, which has an elevation of nearly 1000 feet above the sea, although but a few miles therefrom, covers an area of 700 acres, interspersed with lovely islets, and abounding in such rare fish as black bass, white and yellow perch, pickerel, etc. Mosquitoes are unknown here, and boating, which at all times is an attractive feature at Lake Mahopac, is by moonlight a reminder of fairyland. The charm of its scenery; its unsurpassed drives, including the grand boulevard, which entirely

encircles the lake, nine miles ; its healthful atmosphere, the variety of pastimes to be enjoyed, free from unpleasant surroundings, together with the superior accommodations to be obtained at reasonable rates, make Lake Mahopac a place of resort that has few equals.

The principal hotels are Thompson's, beautifully situated on the shore of the lake, and with accommodations for about 400 guests, and the Dean House, accommodating about 150, and the new Forest House at Interlaken.

Lakes Waccabuc, Oscawana and Peach, each with its own special charm, are all within easy driving distance. Situated in the midst of so much that is interesting, it is not surprising that the prettiest little lake in our State should



DEAN HOUSE, LAKE MAHOPAC, HARLEM AND PUTNAM DIVISIONS.

every Summer attract crowds of visitors from near and far. A line of stages runs daily between Lake Mahopac and Peekskill, fourteen miles, stopping at Mahopac Falls, Jefferson Valley, Shrub Oak and Lake Mohegan. Situated about midway between Golden's Bridge and Lake Mahopac, on the Lake Mahopac Branch of the Harlem Railroad, we find the quiet little hamlet of

SOMER'S CENTRE. Somer's Centre, population 200, whose every appearance bespeaks comfort, content and health. It has an elevation of 1000 feet above the sea, and is entirely free from all malarial influences. The surrounding country is mountainous in character, charmingly clothed with verdure, and liberally supplied with game, both aerial and aquatic, there being four lakes (including Lake Mahopac) within a radius of

three miles. The history of Somer's Centre is full of interest, and on every hand can be seen mementos of Revolutionary days. The oldest Methodist Episcopal church in America is situated here, and has held continuous service from Sabbath to Sabbath since the year 1790. The drives about the surrounding country are all that can be desired, and the accommodations for Summer boarders are exceedingly good and liberal. Returning to Golden's Bridge, we resume our journey on the main line.

The next station is Purdy's, a small village of 300 population, situated in the midst of the dairy region. This is one of New York City's chief sources of milk supply. There are several good boarding houses in the vicinity. Then comes

Croton Falls, with a population of about 500, and aside from its attractiveness as a Summer boarding place, bids fair to become a thriving manufacturing town. There are already located here a large brass foundry and extensive machine works. The town is prettily laid out; has well paved and well lighted streets, and houses of an attractive style of architecture. There are two good hotels and numerous boarding houses in the vicinity. Continuing on we stop at



RUINS OF CHANCELLOR KENT'S HOUSE, NEAR BREWSTER.

Brewster, an enterprising and growing village, fifty-two miles from New York, with a population of nearly 2500. Connections are made here in Union Station with the New York & New England Railroad for Danbury, Waterbury, Hartford, Willimantic, etc. The surrounding country is rich in farms, iron mines, and lakes well stocked with fish, while its healthfulness is established beyond question by such evidences as the absence of malarial influences, and the long and contented lives of its

happy inhabitants. Among the farms worthy of notice may be mentioned the broad acres once tilled by the late Daniel Drew, now occupied by his only son, William H. Drew; the large estate left by the late Joshua Barnum to his son Stephen C. Barnum; "Fairview," recently sold by John P. Kennedy, President of the Mutual Gas Light Company of New York City, to C. C. Fitzhugh; and "Stonehenge," the residence of Seth B. Howe, the wealthiest retired showman in the world. The iron mines are celebrated for the richness of the deposit and the fine engineering displayed in mining and raising the ore. Scores of students from various colleges and mining schools visit the mines to witness the practical part of the work and obtain specimens. They, as well as other visitors, are cordially welcomed by the superintendents in charge.

On Doansburg Hill, east of the village, may be seen the birth-place of Chancellor Kent, and a church is still standing on the site that was occupied by Rev. Elisha Kent, the Chancellor's grandfather, about 1740. Houses in which the Minute Men held meetings at the beginning of the Revolutionary War are pointed out, and many near descendants of officers in that war are living in that vicinity.

DOANSBURG HILL.



ICE POND, NEAR DYKEMAN'S, HARLEM DIVISION.

The storage reservoir, maintained for the supply of Croton water to New York City, is a beautiful sheet of water, surrounded by a macadamized driveway. Another reservoir, known as "Sodam Dam," is now being constructed one mile east of the village. The factory of the New York Condensed Milk Company, on the east branch of the Croton River, receives the milk of 8000 cows, and produces daily 25,000 pounds of "Gail Borden's Eagle Brand Condensed Milk," which, as is well known, enjoys a world-wide reputation. The drives about Brewster are easy and interesting, and the country around is noted for its fine scenery.

Resuming our way again, and passing the pretty little village of Dykeman's, we come in sight of the extensive ice store-houses at Ice Pond, the source of New York City's principal ice supply. The **DYKEMAN'S.** pond—certainly worthy of a more distinctive appellation—is a beautiful sheet of water of crystal purity, and lies among the hills a little to the east of the railroad track. It abounds with several varieties of fish, and in Summer is a favorite resort of anglers. Two miles farther on is

Towners, delightfully situated in the midst of a fine grazing country. **TOWNERS.** Milk is naturally the chief product, but tobacco is also cultivated quite successfully. Leaving Towners we speed away over a level stretch for several miles, until we come to

Patterson, one of the most beautiful villages in Putnam County, and an ideal spot to spend the Summer months. Farming is the chief occupation, and so fertile is the soil and the conditions of climate so **PATTERSON.** favorable that bountiful crops are the rule. All the surroundings of this place are picturesque, the combination of hill and dale, stream and meadow being very pleasant to the eye. There are a number of handsome houses in the village and several churches. The stock farm of Mr. E. A. Hayt is one of the finest in this part of the State, and is visited by everyone who comes to Patterson. A quarry has recently been discovered just back of the village, which yields a very fine quality of colored marble, resembling closely in its markings and general appearance Mexican onyx. Experts pronounce it the only deposit of the kind in the United States, and it is expected that it will very largely supply the place of fine foreign marbles in interior decorations, etc. The discovery was made by the merest accident by a party of prospectors, who were endeavoring to locate a white marble quarry. A company was immediately incorporated under the title of the Buch-Allen Marble Company, and the work has been pushed with much success. A few minutes after leaving Patterson we enter Dutchess County, and arrive at

Pawling, a charming place of about 1200 population, sixty-three miles from New York, and especially fitted by nature and art for a first-class



QUAKER HILL, LOOKING EAST FROM PAWLING—MIZZENTOP HOTEL IN THE DISTANCE, HARLEM DIVISION, NEW YORK CENTRAL.

Summer resort. Situated some 700 feet above the level of the sea, the air is remarkably pure, bracing and delightful. The location is certainly as health-

ful as any in the country, and, with the rapid transit of the **PAWLING.**

Harlem Railroad, is so near the great metropolis that business men may spend seven or eight hours in the city between ordinary breakfast and dinner hours, and breathe an absolutely pure and healthy atmosphere fourteen hours out of twenty-four. Mosquitoes and malaria are unknown here. Pawling is indebted to the enterprise, liberality and public spirit of John B. Dutcher, Esq., for one of the handsomest and best appointed hotels



RESIDENCE OF JOHN B. DUTCHER, ESQ., PAWLING, HARLEM DIVISION, NEW YORK CENTRAL.

to be found anywhere. In addition to the beautiful grounds about the hotel, which include some eight or ten acres, and which have been laid out with pleasing and artistic effect, a handsomely improved park of 200 acres has been provided for the pleasure and comfort of guests and visitors. Among the varied attractions of the park is the beautiful

Green Mountain Lake, well stocked with bass and other choice fish; a beautiful evergreen mountain, with both walks and a driveway to its summit, which commands a delightful view; there is a club and boat house of handsome design and ample proportions; also, in the park an excellent



THE DUTCHIER HOUSE, PAWLING.—HARLEM DIVISION, NEW YORK CENTRAL.

half-mile driving course, which is maintained in good condition during the season. Within a few miles of Pawling there are several lakes. The

GREEN MOUNTAIN LAKE.

nearest, about half a mile from the hotel, is Green Mountain Lake, in Dutcher Park. Whaley and Little Lakes, near by, are noted for their excellent black bass, while Hammersley Lake, a beautiful sheet of water with shaded lawns encircling it, is especially popular with such as are romantically inclined. From the summits of Mount Tom and West Mountain, situated about a mile to the west of Pawling, a view is presented of Catskill Mountains, sixty miles away.



BROOK, NEAR SOUTH DOVER, HARLEM DIVISION, NEW YORK CENTRAL.

To the east of the village, about three miles, is Quaker Hill. Upon the summit is the Mizzentop Hotel, situated at an actual elevation of 1300 feet above the sea, and commanding some of the finest scenery found in the North. The healthfulness of the place is unsurpassed, the sanitary arrangements perfect. The air is cool, dry, invigorating and sleep-producing. The walks and drives in the vicinity of Mizzentop are beautiful. Hammersley Lake, within one and one-half miles, furnishes excellent fishing. The historical associations of Quaker Hill are full of interest. Here Washington's headquarters were located during the

Revolution, and the house occupied by Washington and Lafayette remains but slightly altered. The old Quaker Meeting House, erected in 1764, is within walking distance of the hotel. Continuing our way, we pass the little villages of South Dover and Dover Furnace and come to

Dover Plains, an interesting town of between 700 and 800 population, seventy-six miles from New York. There is no more picturesque region

**DOVER
PLAINS.**

within a few hours' ride of New York City, by rail, than the hill country of eastern Dutchess County lying along the borders of Connecticut, and traversed by the Harlem Railroad. The two ranges of lofty uplands known as Quaker Hill and Chestnut Ridge may justly be ranked among the most healthful localities in the State. Chestnut Ridge is about three miles in length, north and south, and forms a part of the watershed between the Hudson and Housatonic Rivers. Its mean altitude is about 1100 feet above tide-water. It is a fragment of the Blue Ridge branch of the Appalachian chain of mountains, which is cleft by the Hudson at West Point,



ON THE HARLEM DIVISION, NEAR SOUTH DOVER.

and, stretching away northeastward, includes the lofty Taghkanick and Berkshire Hills in Western Massachusetts and fraternizes with the Green Mountains of Vermont and White Mountains of New Hampshire. The outlook from the Ridge in all directions is magnificent. From one point there is an uninterrupted view of the entire Catskill and Shawangunk Mountain ranges, west of the Hudson, eighty miles in extent, from the Highlands to the Helderbergh Hills in Albany County. The Ridge itself is one of the richest grazing



THE WELLS, NEAR DOVER PLAINS, HARLEM DIVISION.

and fruit regions in the State, nearly every acre being tillable land, and its healthfulness is proverbial. The summit of the Ridge is reached by a picturesque highway, three miles from Dover Plains Station. One of the points of interest to strangers is the magnificent stock farm of Mr. D. H. Sherman. Some of the finest Holstein cattle in the country have been bred by him. At Dover Plains are the famous "Wells" and the "Old Stone Church," and both will repay a visit. The small streams flowing from the western hills

have worn deep ravines, and in several places have formed beautiful cascades. About a mile southwest of the village of Dover Plains a small stream flows down the mountain in a succession of rapids, three to twelve feet in height, and at the foot of each fall smooth, rounded holes, called "The Wells," have been worn in the rocks to a considerable depth. Above these, on the mountains, in a wooded gorge with romantic and picturesque surroundings, is



OLD STONE CHURCH, NEAR DOVER PLAINS, HARLEM DIVISION.

OLD STONE CHURCH. The Old Stone Church. A small stream of water, after leaving a little lake at the foot of the slope at Plymouth Hill, glides in murmuring rapids nearly every foot of the way until it reaches a point in the mountains west of Dover Plains village, whence it descends in sparkling cascades to the level fields below. This small stream, in its passage down this declivity for ages, has worn for itself a

remarkable channel through the rocks. At a point toward the foot of the mountain it has wrought an extensive cavern, the entrance to it at the outlet of the stream being in the form of a Gothic arch. The "Church" is illuminated by a skylight formed by a fissure in the rocks above. The light is pleasantly reflected upon the rocky sides of the church, and reveals a fallen rock, which, from its position and form is called the "Pulpit." Out of the arched door the brook—the patient architect of the church—flows gently, and then leaps in cascades and rapids to the plains below. From the apex of the roof the cavern gradually widens until, at the base, the span of the arch is about twenty-five feet. At the farther extremity of the church is a beautiful waterfall, over which a staircase leads to extensive ledges of rocks at a height of thirty feet, forming commodious galleries overlooking the body of the church. The massive sombre archway of the stone church cave, the pulpit rock, the walls almost perfectly arched, and papered with green moss and white lichen, the sound of falling water, and even the spray behind the pulpit, like the sprinkling of holy incense—all contribute to make it a church of Nature's own fashioning, literally a little cathedral "not made with hands."

The Great Preacher continues the same old service within its shadowed recesses that was commenced ages ago, and which proceeds with the same solemn stateliness whether men bear or forbear. Day and night, without ceasing, vespers, midnight mass and matins proceed. The deep-toned organ peals as if it were the wind, and the chant of the choir mingles its silvery tones as musically as the falling of water; trumpet and cymbal and harp peal and fade and echo, and through them tremble tones like the far-off voices of young men and maidens singing. At sunrise, through all the long Summer day, at twilight, at evening, and louder as night deepens, the eternal service proceeds, unwearied by the watchers of the day, by the changes of season, by the lapse of years, or by the procession of centuries. The Indian hushed and heard it; the white frontiersman heard it; and it mingles just the same with silence or with the shriek of the locomotive as we hurry on our journey, and in a few minutes find ourselves at

Wassaic, a cosy little town of about 500 inhabitants, eighty-one miles from New York, that has surprised many tourists, familiar with our own and foreign

lands, with the imposing grandeur and beauty of its scenery.

WASSAIC.

A more delightful spot is rarely found. There is a quaintness, too, about the place, its surroundings, the numerous quiet nooks and shady retreats, that is sure to fascinate the tourist, and afford the Summer resident continual enjoyment. The New York Condensed Milk Company have another of their model factories here, which gives employment to several hundred hands, mostly recruited among the sons and daughters of neighboring farmers. The process of condensing the milk and putting it into cans, read;

for the market, is intensely interesting, and requires some very wonderful machinery. Three miles farther we come to

Amenia, a handsome and thriving place, eighty-four miles from New York, with a population of about 600. The valley here widens into a bay of rolling meadow land, very much as the Hudson broadens at **AMENIA.**

Newburgh to one coming up the highlands. The Taghkanick Mountains extend along the east border, and the Highlands belonging to the Fishkill Range extend through the west part. No country affords finer contrasts of mountain, hill, ravine, wood and cultivated plain. All its approaches



SHARON STREET, CONNECTICUT, REACHED BY THE HARLEM DIVISION.

from the west are beside streams, through gorges, up and down steep declivities as wild and varied as those of far-famed Switzerland. The contrast between the fairness of a clear Summer afternoon and a rugged thunder-storm in the night is not greater than that of the fair fields of Lithgow and the stern, dark mountains and fearful ruggedness of Deep Hollow.

Standing on an eminence, midway between the east and west ranges, and occupying one of the finest points in the Harlem Valley, is the **Amenia Seminary**, founded in 1835.

Sharon Street, in the State of Connecticut, is three and a half miles east of Amenia Station, or two and a half miles from Sharon Station, with which it connects by stage. Many Summer boarders are attracted to this spot by the rural loveliness of the place, the "Street" being 200 feet wide and about two miles long. Ranging along either side of this superb avenue are grand old elms whose leafy branches intertwine o'erhead, forming a natural arbor of rare beauty and proportions. Situated at an elevation of 780 feet, it commands many and beautiful views across to the Berkshire Hills, the intervening landscape being dotted with thrifty farms and old residences erected more than 100 years ago, but so well preserved that they scarcely show the wear of two generations. The principal hotel is the Sharon Inn, conducted by genial Solomon Kirby, but excellent accommodations are obtainable at a score of other houses in the village. Indeed, the only business prosecuted with any diligence during the season is that of keeping Summer boarders. The drive across through the Sharon Valley is one of the most delightful imaginable, and unfolds a succession of charming views. The drives in this region are charming, and in point of healthfulness and in freedom from all that is annoying, nothing is left to be desired. Passing through Sharon Station and Coleman's, we arrive at

Millerton, ninety-two miles from New York. Population about 1000. At this point the Harlem Railroad connects with the Newburgh, Dutchess & Connecticut Railroad for Millbrook, Matteawan and Newburgh to the west and south, and with Lakeville, Canaan, Norfolk and Winsted to the east. Millerton is situated on high ground, is exceedingly healthy, and enjoys cool nights through the warmest weather. There are few places that have so many attractions within a radius of from eight to ten miles. Twin Lakes are especially grand, the largest or North Lake, being about eight miles in circumference. Near Millerton is the oldest iron mine in the United States. The ore from this mine was used in making cannon for the patriot army of the Revolutionary War. Continuing on our way, we next come to

Mount Riga, ninety-five miles from New York, and the highest point on the line of the Harlem Division, and which lies at an elevation of 672 feet above tide level. The village has a population of about 150. It lies in a valley three-fourths of a mile wide, bounded on the east by the mountain from which it derives its name, and on the west by a range of high hills running north about four miles. The principal or most prominent hill, called "Cave Hill," is directly opposite the village, and is covered by a handsome forest growth. On a steep side of this hill is an extensive cave, which, to a depth of 400 feet, contains apartments fifty feet high. It has never been fully explored farther than 400 feet from its mouth, owing to the narrowness of the passage at that point. Three miles distant, on

the very summit of Mount Riga, are two large lakes, abounding with many varieties of choice fish. Two miles north of the village Webotuck Brook has its source; running south through the valley, and augmented by numerous small tributaries, it becomes quite a stream of pure spring water, and affords good trout fishing. Four miles from the village, on Riga Range, is the highest point in the State of Connecticut. The next point we reach is

Boston Corners, an interesting town in Columbia County, ninety-

BOSTON nine miles from New
CORNERS. York, and the junction of the Harlem

Division with the Philadelphia, Reading & New England and the Poughkeepsie & Eastern Railroads. Boston Corners will long be remembered as the place where the famous prize fight between John Morrissey and Yankee Sullivan occurred. At the point where the "ring was pitched" one can step from the State of New York into Connecticut or Massachusetts. Resuming our way, a ride of five miles brings us to

Copake Iron Works, 104 miles from New York, and with a popu-

COPAKE lation of about
IRON WORKS. 400. Here are extensive iron

works, and about two miles east of the station are the famous Bash-Bish Falls, a favorite resort for picnic parties, and, as to scenery, is one of the finest points of observation between New York and Montreal. The waters come dashing down the mountain side in a reckless sort of glee, splashing and leaping from crag to crag, while here and there, in a sunlit opening of the grand old forest, is the tasteful residence of some admirer of the picturesque in nature. The Gorge, the Rock Cliffs, the Eagle's Nest and Sunset Cliff are well worthy of an afternoon's visit. Five miles from Copake Iron Works is

Mount Washington, the southwestern township of Berkshire County, Massachusetts. It includes a plateau of several miles in extent, with an



THE BLASTED OAK, NEAR MT. RIGA, HIGHEST POINT ON HARLEM DIVISION.

elevation of 2000 feet, and is bordered by mountain tops which rise several hundred feet higher—Mount Everett, which has an altitude of nearly 2700 feet, being the highest peak. Many of the surrounding mountain tops are easily reached by delightful drives or rambles, and afford extensive views of the lower country. Looking east from Mount Everett, the Housatonic Valley, including Great

**MOUNT
WASHINGTON.**



BASH-BISH FALLS, NEAR COPAKE IRON WORKS, HARLEM DIVISION.

Barrington, Sheffield, Egremont and other villages, is in plain view; and to the west from Mount Alandar, the valley of the Hudson extending to the Catskill Mountains, thirty-five miles away. Owing to its elevation this place is always cool and breezy, and the absence of manufacturing of any kind renders the air and water pure. The scenery is varied and picturesque in the extreme, and the seeker after pleasure finds an endless variety of attractions—waterfalls, gorges, ravines, lakes, trout streams and excellent roads, which are well kept. The drives are indeed delightful, and include the following



OLD MILL AT BASH-BISH FALLS, NEAR COPAKE IRON WORKS.—HARLEM DIVISION, NEW YORK CENTRAL.

places of interest: Sunset Rock, Prospect Rock, Mount Fray, Bare Rock Falls, Sage's Ravine, with its numerous cascades; Bash-Bish Falls, with its hotel; and, by a half mile walk at the terminus of a drive, the summit of Mount Everett. No place in Berkshire County is so favorably situated for a Summer resort as Mount Washington, and the hotels and boarding houses are well filled during the Summer months. The South Berkshire Mountain Club, an association organized for the purpose of securing to a limited number of families a sociable, enjoyable and inexpensive Summer home among the most picturesque and healthful surroundings to be found in New England, has selected as a site the Taconic Woodlands, the westerly portion of the celebrated Sky Farm, in the town of Mount Washington. The Woodlands are 1700 feet above tide-water, and are reached by a drive of three miles over a charmingly romantic road from Copake Iron Works Station. The historic Sky Farm Cottage has been selected to serve the present requirements of a club house and restaurant. Returning to Copake Iron Works, and resuming our way, a ride of a few miles brings us to

Hillsdale, a lovely spot, appropriately named, 108 miles from New York, and nine miles from Great Barrington, which is also a popular center for **HILLSDALE.** Summer boarders, lying, as it does, in a lap of hills, surrounded by rare beauty. Many persons who choose Great Barrington for their Summer home come via Harlem Railroad to Hillsdale so as to enjoy the delightful drive of nine miles across the country. The turbulence in Hillsdale for three-fourths of a century after its first settlement by civilized people, who were composed of different nationalities, has prevented any historic record being kept of them. In 1620 the King of England granted to a New England company all the territory in America between the 40th and 48th degrees of north latitude, with an unlimited boundary on the west, which, of course, embraced what is now the town of Hillsdale. Subsequently, the government of Holland conveyed to a Dutch company the territory in America between the Chesapeake Bay and the Connecticut River, the town of Hillsdale being embraced in the conveyance. In pursuance of the English grant, Robert Noble emigrated from Westfield to Hillsdale, and was the first white settler in the town. He, with his associates, procured the Indian title to land five miles square. They built a fort on what is now the land of Leonard Johnson, at which one life was lost in the conflict under land titles, and many arrests were made under both the authorities of New York and Massachusetts, and men were long imprisoned, both at Albany and Springfield. Such is the early history of Hillsdale.

Continuing our journey, and passing through Craryville, Martindale and Philmont, with its manufactories and knitting mills, we come upon one of the finest views in Hudson Valley. Well cultivated farms, with their pleasant farm houses, slope away toward the river, and the hills covered with flocks

and the valleys with corn, seem only little patches of various colors reaching away to the blue Catskills. Passing the little town of Ghent, with its peaceful population of about 500, we come to

Chatham, the terminus of the Harlem Railroad, 127 miles from New York. Population about 2000. This is a busy little railroad center, where connections

CHATHAM. are made with the Boston & Albany Railroad for all points west, and for Pittsfield, North Adams, Springfield and Boston to the east. Connections are also made with the Lebanon Springs Railroad for Lebanon Springs and other points north. Chatham and its vicinity present many attractions to those who, choosing pleasant homes for the Summer, desire to seek rest and quiet from the busy turmoil of the city and yet remain within easy reach of railroads, telegraph, post-office, etc. With its fine hotels, numerous private boarding houses, all pleasantly located, accommodations can be furnished for a large number of guests and at moderate prices. Or, should a more rural life be preferred during the warmer days of Summer, numberless pleasant farm houses may be found within ten or fifteen minutes' drive from the village, where all the pleasures of "life on the farm" may be enjoyed. From the eminences in and about Chatham beautiful views may be had of the surrounding country, with the Catskill Mountains and the grand old Hudson in the distance. These, together with the pleasant drives, good roads and pure, bracing air, add much toward making it a most desirable locality in which to take up a residence for the Summer months. The lovers of good fishing can also find numerous trout streams within a radius of a dozen miles, which are prolific with specimens of that gamy fish family which delights the heart of the fisherman. The lakes of Queechey, Kinderhook and Copake furnish ample fishing grounds for bass, pickerel, perch and whitefish.



THE BEAUTIFUL MOHAWK VALLEY.

ALBANY TO UTICA.



CENTRAL and Western New York abounds in varied and beautiful scenery. Smiling valleys, wooded hills, sparkling rivers and dimpled lakes are seen on every hand as the traveler is carried swiftly past the enchanting and ever-changing landscape.

Schenectady, a city of about 24,000 inhabitants, situated on the right bank of the Mohawk River, seventeen miles west from Albany, on a spot which once formed the council-ground of the Mohawks, was founded in 1662 by Arent Van Corlear. It is the seat of Union College, one of the oldest educational institutions

in the country, many of whose graduates have attained prominence in national and State affairs.

This city enjoys the distinction of being one of the oldest settlements in the United States. It received its charter as a city in 1798. Its families are

SCHENECTADY. descendants of most honorable stock, from which have sprung many men of character, enterprise and

worth. It occupies a position equidistant from the cities of New York and Boston and Montreal; is in the direct line of traffic between Boston, Buffalo and the West, and likewise between New York and Montreal. Four large public school buildings have recently been erected in various parts of the city, fitted with all modern improvements and the most improved sanitary appliances. A magnificent circulating library, consisting of several thousand volumes, is maintained for the free use of citizens.

Schenectady has a commodious city hall, centrally located, a large.



OLD FORT JOHNSON, AMSTERDAM.

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OLD FORT JOHNSON, AMSTERDAM.

factories, including extensive carpet factories, linseed oil works, thirty-one knitting mills, carriage, spring broom and boiler works, foundries and machine shops, silk mills, planing mills and breweries on a large scale, employing a total of 10,400 hands.

AMSTERDAM.



RESIDENCE OF SIR GUY JOHNSON, AMSTERDAM, NEW YORK CENTRAL.

The scenery of the Mohawk Valley in the vicinity of Amsterdam is remarkable for its beauty. The entire region is filled with points of historic interest, reminiscent of the French and Indian and Revolutionary wars.

A short distance west of the station is Guy Park, a historic mansion, originally built in 1776 by Sir William Johnson, for his nephew and son-in-law, Guy Johnson. The family, being staunch loyalists, were compelled to flee to Canada at the close of the Revolution, and the place was then confiscated and sold. The principal hotels are the Harris House, Brunswick Hotel, Central Hotel and Hotel Warner. Excellent fishing may be had in the Mohawk River, Schoharie Creek, Golway Reservoir and Featherstonough Lake. Electric railroad runs from Amsterdam to Akin, a distance of three miles. There are also several stage lines to adjacent towns and villages.

Mount Johnson, commonly known as the "old fort," another famous house belonging to the Johnson family, still in a fair state of preservation, may be seen at Akin.

It is a large, substantial stone building erected in 1744, and was a notable place for many years. Here Sir William lived in fine style, and here were



THE SHRINE, NEAR AKIN, IN SIGHT FROM TRAINS OF THE NEW YORK CENTRAL.



PALATINE BRIDGE OVER THE MOHAWK RIVER, AND THE RESIDENCE OF THE LATE SENATOR WAGNER, ON THE NEW YORK CENTRAL.

held many great councils and big talks with the Indians. It has been often visited and described by travelers. Farming is the principal occupation hereabout, although a large knitting mill and a broom shop recently established gives employment to many of the villagers.

Passing the charming village of Tribes Hill (population 300), the historic meeting place of the Mohawks, and destined to become an important manu-

FONDA. facturing town, the next place of note on the line is Fonda, the county seat of Montgomery County. This town has a population of 3000, principally engaged in the manufacture of knitted goods and brooms. Johnstown and Gloversville, two thriving towns with a world-wide reputation for their glove and mitten manufactories, are connected with the main line at this point by the Fonda, Johnstown & Gloversville Railroad.

Passing the small villages of Yosts and Sprakers, a ride of twelve miles through a fertile and beautiful country brings us to Palatine Bridge (population 3000), one of the most attractive and interesting places in the valley of the Mohawk. The town derives its name from the Palatinates who, shortly after Queen Anne's time, came here from Germany and settled. Near the river, half a mile west of the



QUEEN ANNE'S RECTORY, FORT HUNTER, NEAR AMSTERDAM.

bridge, an old white stone house can be seen. It is known as the old Frey house, or the "Old Fort," the latter from the fact that it was palisaded, and used as a military post during the French wars, two companies of British troops being stationed there. The house was built in 1739, and that it is still in a fair state of preservation, in spite of the many vicissitudes through which it has passed, argues well for the skill and character of the workmen of our forefathers' time. The Frey family came from Switzerland in 1689, bought land of the Mohawks, and have continued in possession ever since, the seventh generation now living in a house that can be seen in a grove to the north of the "Old Fort." To the present representative of the family, Mr. S. L. Frey, we are indebted for many of the facts concerning the early history and

development of the Mohawk Valley which appear in these pages. Mr. Frey has made a life-study of such history, and is probably the best living authority on all matters pertaining to this subject. The Frey house was a very prominent point during the Revolution, being then occupied by Major John Frey, one of the heroes of Oriskany, and chairman of the Tryon County Committee of Safety. The walls of the house show a row of loop holes all around, and it has the great beams and double doors characteristic of the old colonial houses. Being located on the "King's Highway," it became a favorite stopping place for travelers, and in its time has sheltered Schuyler, Hamilton, Brant and Clinton. John Jacob Astor, when tramping for furs, often spent the night here. Besides this old Frey house, there are many other Revolutionary buildings and places of historical interest in the town of Palatine.

The battle of Stone Arabia, an incident in the raid of Sir John Johnson and Brant, took place in October, 1780. The battlefield is about a mile north of Palatine Bridge. On the British side there was a mixed horde of about 1500 Indians and Tories who had been for several days laying waste the surrounding country, and bringing terror to the hearts of the inhabitants. Col. John Brown, stationed at Fort Paris, in Stone Arabia, attempted to turn back this great mob of scalpers and incendiaries, and in the action was killed, with forty or fifty of his men. A great boulder, appropriately inscribed, marks the spot. Among the principal industries of Palatine Bridge may be mentioned Arkell & Smith's Cotton and Manilla Paper Sack and Bag Factory, employing 150 hands; Pettit & Co.'s candy factory, employing seventy-five; Imperial Packing Company, employing twenty-five, and large stone quarries and cider mills. A line of stages run daily except Sunday, leaving Palatine Bridge about one o'clock in the afternoon for Ephrata, Stone Arabia, Ames and Sharon Springs. The hotels are the Wagner House and the Mohawk House.

Canajoharie is a flourishing village on the south side of the Mo-

CANAJOHARIE. hawks, opposite Palatine

Bridge. It has a population of over 3000, and it is noted for its fine stone quarries. Among the prominent residents of the place are ex-Senator

James Arkell, and his son, the well-known publisher of *Judge* and *Leslie's Weekly*, Mr. W. J. Arkell.



CANAJOHARIE FALLS.



The "Round Top," only the walls of which are now standing, is the name given to an old house a little distance below the village. It was built by the Kanes—ancestors of the Arctic explorer—and was used as a store and trading post after the Revolution. It was the scene of the celebrated "Yankee Pass" story, and under its hospitable roof many distinguished men were entertained. Here, it is said, that Tom Moore wrote his oft-quoted lines—

"From rise of morn till set of sun
I've seen the mighty Mohawk run."

It was a round-topped stone house, with a roof covered with lead, and the



FORT RENSSELAER, AT CANAJOHARIE, IN THE MOHAWK VALLEY.

Kanes did a very extensive trade up and down the river, the transportation being by flat-bottomed bateaux and Durham boats.

Another old house, to which attaches a great deal of interest on account of its associations, is called Fort Rensselaer. It was built in 1750 by one Martin James Van Alstine, a Hollander, who came from the town of Half-Moon, near Albany. He was a farmer and miller, and also entertained travelers and transient guests. At the outbreak of the Revolution, the house being centrally located, was palisaded and used as one of the meeting places of the Tryon County Committee of Safety, after which it was always known as Fort Rensselaer.

A further run of three miles, and the train comes to a halt at Fort Plain (population 5000), a thriving village on the south side of the river, which boasts

FORT PLAIN. numerous manufactories —two silk mills, hosiery and knitting mills, and

an extensive furniture factory being included in the number, as well as the largest spring and axle works in the world. The Clinton Liberal Institute, one of the leading military schools of the State, occupies a commanding position overlooking the valley. Gov. Clarke, one of the Colonial Governors of New York, built a large house here in the midst of the forest in 1751, but at the time of the Revolution there were but a few scattered farm houses at this point. The fort was built in 1776, at the beginning of the war, and an additional block-house in 1781. It was a post of

importance, the headquarters of Colonel Willett, and was one of the places where the people fled for refuge during the many raids that laid waste the valley. Washington was here at one time, and General Clinton. A daily stage line runs between Fort Plain and the historic towns of Cherry Valley and Cooperstown, on Otsego Lake, a distance of twenty-two miles.



OLD PALATINE CHURCH AND PARSONAGE,
NEAR FORT PLAIN.

The Ehle House, built in 1752 by Jacob H. Ehle, an early Lutheran minister, stands near the railroad on the north side, a short distance east of the village, and at the western end of the Van Slyck Patent, granted in 1716, through which the tracks of the New York Central run for six miles. On the opposite side of the river from this house the Mohawk Indians had their middle castle or village from about 1700 to the Revolution.

The old Palatine Church stands



OLD EHLE HOUSE, FORT PLAIN.



COCHRANE HOUSE, FORT PLAIN

about two miles west of the station. It was erected, in 1770, and is a substantial stone building with a steeple, on which is a weather-cock of the colonial pattern. There are two other old churches in the town, one built



IN THE MOHAWK VALLEY, LOOKING EAST FROM PALATINE BRIDGE.

in 1788 and the other in 1792, and both to replace others that were burned by Sir John Johnson in 1780; but these are back from the river among the hills.

A little distance west of the old Palatine Church stands the Cochrane House, a large square structure with tall chimneys. It was built towards the



BIRD'S-EYE VIEW OF FORT PLAIN.—MOHAWK VALLEY.

close of the last century by Major John Cochrane, Surgeon-General of the United States Army, during the Revolution. The Major was a man of mark



ON THE MOHAWK RIVER, BELOW LITTLE FALLS.

and prominence, and connected by marriage with the family of General Philip Schuyler.

Six miles west is St. Johnsville, a prosperous manufacturing town on the banks of the Mohawk. Population 1800. The first settlement of this town probably begun as early as 1725, though the precise date is not known. It was the scene of many incidents and events connected with the Revolution, and its inhabitants bore their share of the hardships and suffering occasioned thereby.

The growth of St. Johnsville has been very pronounced during the past few years, and it promises before long to take high rank among the manufacturing towns of the State. Extensive woolen mills, carriage and agricultural works, and piano manufactories are among the interests represented.

Surrounded by a range of low hills, the village lies in a sheltered, shallow basin, traversed by the New York Central Railroad, the Erie Canal and the Mohawk River. To the southward, and less than a mile distant, lies one of the richest agricultural and dairy regions in the State. St. Johnsville has an interesting past, a charming, thriving present, and a most promising future.

It is a good place to live. Stage lines connect the village with Lasalleville, Crum Creek, Oppenheim and Middle Sprite. A number of pleasant boarding houses afford accommodations for Summer visitors.

A further ride of ten miles brings the traveler to the busy

LITTLE FALLS.

town of Little Falls, having a population of 10,500. It is noted above all the other towns in the Mohawk Valley for its attractive situation and beautiful natural surroundings. It possesses a

large number of handsome dwellings; each, by reason of its high elevation, commands charming views of the grand and romantic scenery, unequalled, perhaps, in extent and variety in the great Empire State.

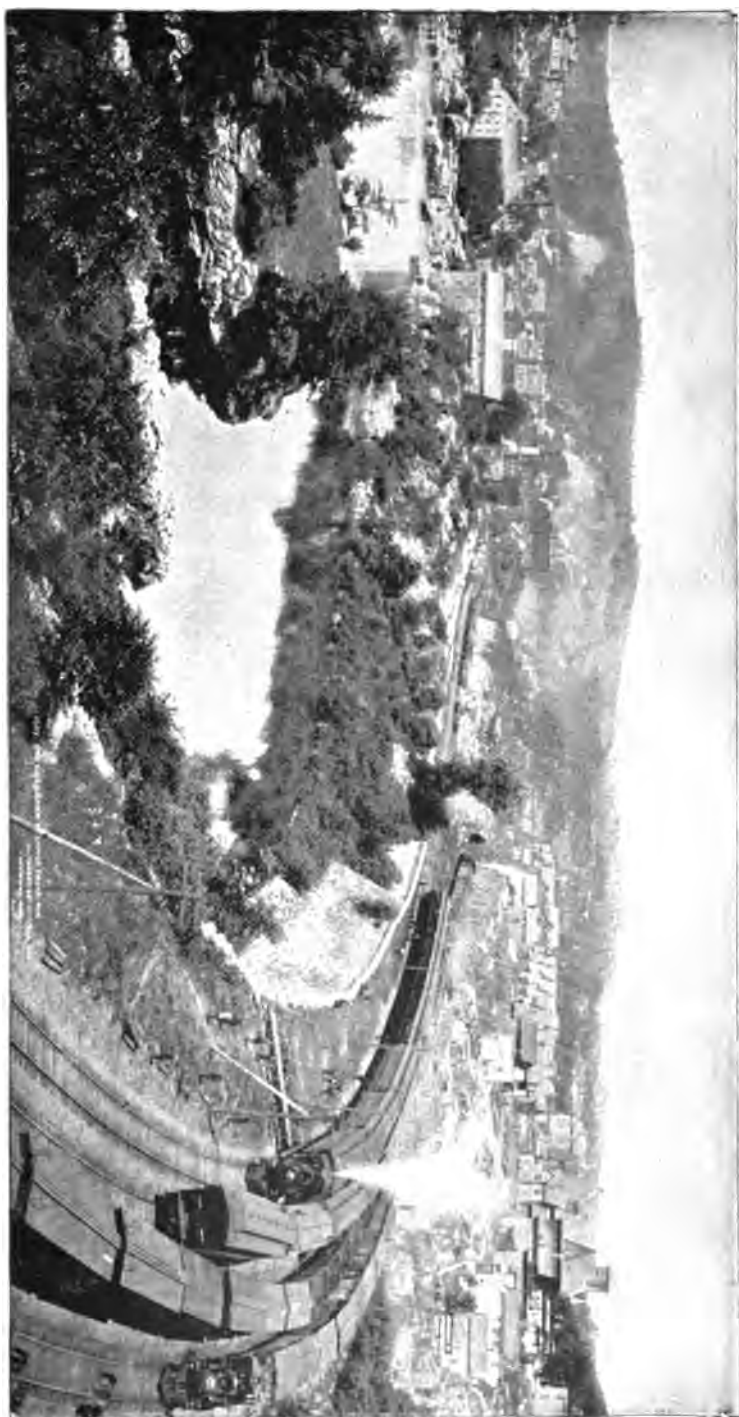
The town contains numerous industries, paper mills, creameries, foundry, furnace and machine works, tanneries, etc., affording employment to over 4000 operatives. Little Falls is one of the principal cheese markets of the State. Abundant water power is supplied by the Mohawk River, which at this point has a fall of forty-five feet in half a mile. The city is lighted by



HEADQUARTERS OF GEN. HERKIMER, AT LITTLE FALLS.—MOHAWK VALLEY.



PROFILE ROCK, ERIE CANAL, NEAR LITTLE FALLS, ON THE NEW YORK CENTRAL.



FOUR TRAINS PASSING LITTLE FALLS, ON THE NEW YORK CENTRAL.

electricity, has an excellent water system and macadamized streets and avenues. The citizens are also extremely proud of their two beautiful pleasure parks. The principal Hotels are the Girvin House, Metropolitan Hotel, Sherman House, Beattie House and Getman House. Stages run regularly to Stratford, Salisbury and Newville, leaving Little Falls daily at 2 P.M.

Connection is also made here with the Little Falls & Dolgeville Railroad, ten miles in length, and recently completed at a cost of nearly half a million

DOLGEVILLE. dollars. It passes over steep rocks, crosses broad ravines and through deep cuts, before winding its tortuous way to the village of Dolgeville. This is a thriving town of 2500 population, and lies at the entrance to the Adirondacks. It has fine parks and much beautiful scenery, and has become quite a resort for city people during the Summer months.

In the little town of Danube, three miles east of Little Falls, a short distance south and in plain view of the traveler upon the New York Central, stands the old Herkimer House, at one time the residence of **DANUBE.** General Nicholas Herkimer, a distinguished hero of the Revolutionary war. It is a large two-story structure, with a gambrel roof, and porch

in front. It was built in 1763, and is a good example of the old Dutch architecture. In the basement of the house is what was once a fort, or base of defence against Indians or other marauding enemies. There are several small port-holes in the thick stone wall through which muskets were aimed and the enemy's movements observed. They are now boarded over and the place is used as a storehouse for farm produce. In the rear of the house, and forming a part of the



GRAVE OF GEN. HERKIMER, THREE MILES EAST FROM LITTLE FALLS, IN SIGHT FROM NEW YORK CENTRAL TRAINS.

foundation of a barn, is a brick, cavern-like place, used as a hen house, but which was formerly a place for the safe and dry storage of ammunition. In General Herkimer's time there was doubtless a covered passage from the powder house to the fort in the cellar, but of this, if it existed, there are now no traces. The grave of the old General is on a knoll, a few rods southeast of the house, in the family burial ground of the Herkimers. About fifty years ago Warren Herkimer, a grandnephew, placed a plain marble slab, now somewhat dilapidated, over the grave, with this inscription: "General Nicholas Herkimer, died August 1777, ten days after the battle of Oriskany, in which engagement he received wounds which caused his death." A bill

has recently been reported favorably by the Finance Committee of the Senate appropriating \$3000 for the erection of a monument to mark this spot. Thousands of people daily pass over the New York Central Road unaware of the historic ground in sight; and the erection of this monument is but the beginning of an undertaking having for its purpose the marking in some prominent manner all the historic places, houses and incidents of pre-revolutionary date, which yet remain in the Mohawk Valley. These landmarks are, nearly all of them, in full view of passengers traveling over the New York Central, for in those days the river was the highway, and the present railroad line which runs close along its bank was the wagon road then in use.

The next place of importance is Herkimer, a busy manufacturing village of about 4500 inhabitants. This is the county seat of **HERKIMER.** Herkimer County, which is principally noted for the production of cheese and butter. There are manufactured at Herkimer, paper,



MOHAWK VALLEY, EAST FROM LITTLE FALLS, ON THE NEW YORK CENTRAL, SHOWING THE ERIE CANAL AND MOHAWK RIVER ON THE RIGHT, THE FOUR TRACKS OF THE NEW YORK CENTRAL IN THE CENTER, AND THE LITTLE FALLS & DOLGEVILLE RAILROAD ON THE LEFT.

knit goods, furniture, lumber, flour and feed, air guns and machinery, and cigars. The principal hotels are the Waverly and Palmyra House. Here connection is made with the Adirondack Division, although the principal through trains from New York and the West run via Utica and Remsen.

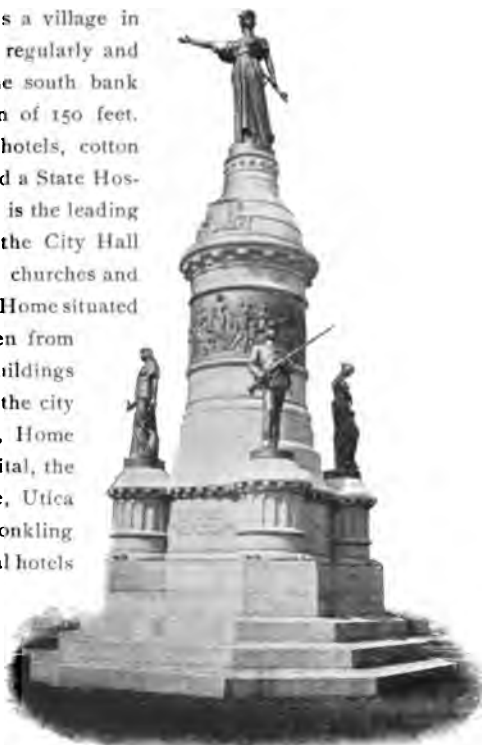
The next town is Ilion, with a population of 5000, numbering among its industries the large factories of the Remington Co., producing fire arms, typewriters, bicycles, sewing machines and agricultural implements; the **ILION.** Coleman Carriage Co., knitting mills, cigar factories, type setting, machine shops, agricultural works, etc.

Two miles beyond is Frankfort, another flourishing town of 4500 inhabitants. **FRANKFORT.** The great car shops of the West Shore Railroad are located here, giving employment to 650 skilled mechanics; also the Frankfort

Linen Manufacturing Company, and one of the factories of the Diamond Match Company. These works employ a large number.

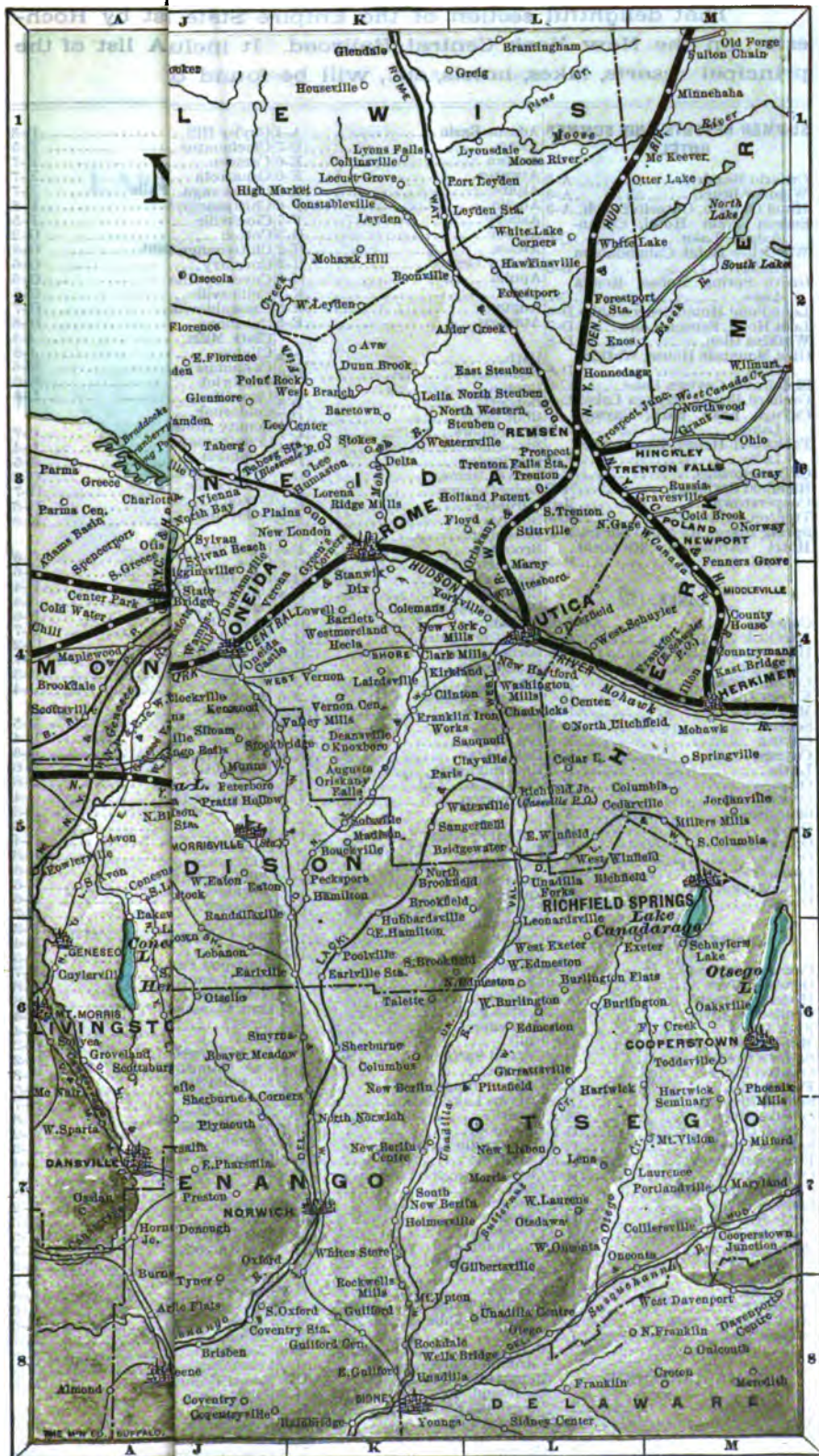
Speeding through a beautiful region for ten miles, the train glides through the suburbs of a city, and soon draws up in the station at Utica, the county seat of Oneida County, and containing a population of about 50,000.

UTICA. At the time of the Revolution Utica was a frontier trading post, and the site of Fort Schuyler, built to guard the settlement against the French and Indians. It was incorporated as a village in 1798, as a city in 1832. The city is regularly and handsomely built, and rises from the south bank of the Mohawk River to an elevation of 150 feet. Among its buildings are six large hotels, cotton mills, shoe factories, woolen mills, and a State Hospital for the Insane. Genesee Street is the leading thoroughfare, fronting on which are the City Hall and many fine commercial buildings, churches and private residences. The new Masonic Home situated just east of the city can be plainly seen from the train. Among other notable buildings and points of interest in and about the city are the Faxton Home and Hospital, Home for aged men and women, State Hospital, the Soldiers' Monument in Oneida Square, Utica Park; the former homes of Roscoe Conkling and Horatio Seymour. The principal hotels are Baggs and the Butterfield House. The electric street railroad runs cars to New Hartford and New York Mills every half hour. Another car runs to Yorkville every fifteen minutes. Utica, being in the midst of a



SOLDIERS' MONUMENT, UTICA.

great dairy region, has become the most important cheese market in the United States. It also exports a large quantity of hops annually. All the through trains of the Adirondack Division of the New York Central run via Utica to and from all points in the Adirondack Mountains, Montreal, Quebec and Ottawa. At this point connections are also made with the Rome, Watertown & Ogdensburg Railroad, for Trenton Falls, Lyon's Falls, the North Woods, and the Thousand Islands, and with the Delaware, Lackawanna & Western Railroad for Richfield Springs, Norwich and Binghamton. Fast through service is maintained by the New York Central to and from New York and the resorts mentioned during the season.



s bounded on the east by Harkimer, and on the west by Roch-
charming summer resorts to be found anywhere. A list of the
by reference marks in the right-hand margin.

5 New Field.....	E-9	Prospect Junction.....	L-2	Townsend.....	D-8
4 Niles.....	F-5	Pittsford.....	L-2	Tyre.....	E-6
N. Lansing.....	F-2	Portland.....	M-7	Townsendville.....	E-7
4 Nortons.....	F-3	Portville.....	M-7	Townsendville.....	E-7
4 Newfield Station.....	F-3	Rochester.....	A-4	Taughanock Falls.....	E-7
5 New Haven.....	G-3	Rensselaer.....	A-4	Trumbull C'rs.....	E-7
5 N. Syracuse.....	G-4	Home.....	A-4	Throopsville.....	E-7
4 Navarino.....	G-4	Richfield Springs.....	M-3	Texas.....	E-7
6 New Centreville.....	H-2	Rushville.....	C-6	Three River Point.....	E-7
N. Constantia.....	H-3	Rheims.....	C-8	Tully.....	E-7
N. Manlius.....	H-4	Rock Stream.....	D-7	Tula.....	E-7
North Bay.....	J-3	Reading Centre.....	E-7	Truxton.....	E-7
6 Nelson.....	J-3	Red Rock.....	E-7	Texas Valley.....	E-7
Northwestern.....	K-3	Romolus.....	E-7	Triangle.....	E-7
7 New London.....	K-3	Reynoldsville.....	E-7	Taberg.....	E-7
New Berlin.....	K-3	Rose Hill.....	E-7	Tyner.....	E-7
N. Norwich.....	K-7	Richford.....	G-8	Talette.....	K-8
6 New Berlin Centre.....	J-7	Richmond.....	H-1	Toddsville.....	M-8
1 Norwich.....	K-7	Ricard.....	H-2	Trenton Falls.....	L-8
N. Gage.....	L-3	Ridgely.....	H-6	Urbana.....	C-7
6 New York Mills.....	L-4	Redfield.....	K-5	Utica.....	E-7
N. Litchfields.....	L-4	Ridge Mills.....	L-6	Union Springs.....	E-7
N. Edmeston.....	L-6	Richfield Junction.....	M-8	Union Square.....	E-7
1 New Lisbon.....	L-6	Russia.....	M-8	Union Valley.....	E-7
1 Northwood.....	M-3	Richfield.....	M-8	Upper Lisie.....	E-7
2 Norway.....	M-3	Seneca Point.....	C-6	Unadilla.....	E-7
3 Newport.....	M-8	Sidney.....	K-8	Vine Valley.....	C-7
4 Ovid.....	E-6	Seneca Falls.....	K-8	Varick.....	E-7
1 Oswego.....	F-2	Syracuse.....	A-4	Victory.....	E-7
1 Owasco.....	F-5	Spencerport.....	A-4	Volney.....	E-7
Ogoyago.....	C-7	Scottsville.....	C-6	Venice.....	E-7
Oakwood.....	E-6	Shortsville.....	C-6	Varna.....	E-7
Ovid Centre.....	E-6	Senora.....	C-8	Vermillion.....	E-7
6 Odessa.....	F-5	Sarona.....	E-7	Virgil.....	E-7
4 Onondaga.....	G-4	Sodus.....	L-3	Vienna.....	E-7
Orwell.....	I-2	S. Sodus.....	L-3	Verona.....	E-7
6 Onatira.....	I-2	Seneca Castle.....	C-6	Waterloo.....	D-7
6 Onecole.....	I-2	Starkey.....	C-6	Whitesboro.....	E-7
6 Oneida.....	I-4	Sterling.....	C-6	Woodville.....	E-7
6 Oneida Valley.....	I-4	Sterling Valley.....	C-6	Willard.....	E-7
6 Otseck.....	I-6	Spring Lake.....	C-6	Watkins.....	E-7
4 Otadawa.....	I-7	S. Butler.....	C-6	Walworth.....	E-7
4 Oneonta.....	I-7	Savannah.....	C-6	Wallington.....	E-7
7 Otego.....	I-8	Scipio Valley.....	C-6	Wedgewood.....	E-7
9 Old Forge.....	M-1	Sherwood.....	C-6	Wayne Center.....	E-7
9 Ohio.....	M-3	Sherburne.....	C-6	Weston.....	E-7
6 Oakville.....	M-6	Scriba.....	C-6	Wolcott.....	E-7
6 Outcouth.....	M-6	S. Grady.....	C-6	Westbury.....	E-7
6 Otisco.....	G-8	S. Hannibal Centre.....	C-6	Willets.....	E-7
6 Otisco Valley.....	G-8	Skaneateles Jet.....	C-6	Wheeler.....	E-7
4 Pittsford.....	E-4	Sennett.....	C-6	Weedsport.....	E-7
5 Palmyra.....	C-4	Skaneateles Falls.....	C-6	Wickoff's.....	E-7
7 Pulaski.....	G-3	Shamrock.....	C-6	W. Dryden.....	E-7
7 Poland.....	M-8	Scipio.....	C-6	White Church.....	E-7
6 Penn Yan.....	B-6	S. Lansing.....	C-6	W. Danby.....	E-7
4 Parma.....	A-3	Slaterville.....	C-6	Woodward.....	E-7
4 Parma Centre.....	A-3	S. Danby.....	C-6	Warners.....	E-7
4 Port Gibson.....	C-4	Stiles.....	C-6	Williamstown.....	E-7
4 Paddelford.....	C-5	Summit.....	C-6	W. Amboy.....	E-7
8 Potter.....	C-6	Spafford.....	C-6	W. Monroe.....	E-7
5 Pulteney.....	C-7	Scott.....	C-6	Watervale.....	E-7
3 Prattsburg.....	C-7	Summer Hill.....	C-6	Willett.....	E-7
6 Phelps.....	D-6	Speedsville.....	C-6	Whitney's Point.....	E-7
6 Peach Orchard.....	D-6	Sandy Creek.....	H-1	W. Camden.....	E-7
6 Port Byron.....	E-1	Smartville.....	H-1	W. Vienna.....	E-7
6 Plainsville.....	E-1	Sand Bank.....	H-2	Wampsville.....	E-7
6 Poplar Ridge.....	E-1	Solon.....	H-7	Webster.....	E-7
6 Peruville.....	F-1	Sylvan.....	H-7	W. Eaton.....	E-7
6 Port Ontario.....	F-1	State Bridge.....	H-7	W. Leyden.....	E-7
6 Parish.....	G-3	Stockbridge.....	H-7	West Branch.....	E-7
6 Pennellville.....	G-3	Sheds.....	H-7	Waterville.....	E-7
6 Phoenix.....	G-3	Smithville Flats.....	H-7	White's Store.....	E-7
6 Probie.....	G-3	S. Oxford.....	H-7	White Lake C'rs.....	E-7
6 Pompey Centre.....	H-6	Stokes.....	H-7	White Lake.....	E-7
6 Pompey.....	H-6	Stanwix.....	H-7	W. Schuyler.....	E-7
6 Penelope.....	H-6	Solsville.....	H-7	W. Exeter.....	E-7
6 Plains.....	H-6	S. Brookfield.....	H-7	W. Edmeston.....	E-7
6 Perryville.....	I-1	Sherburne.....	K-6	W. Laurens.....	E-7
6 Peterboro.....	I-1	Sherburne 4 Corners.....	K-6	Walls Bridge.....	E-7
6 Plymouth.....	I-1	S. New Berlin.....	K-6	Wilnot.....	E-7
6 Pharsalia.....	I-1	Sidney.....	K-8	W. Davenport.....	E-7
6 Preston.....	I-1	Steuben.....	L-3	Yorkville.....	L-4
6 Port Leyden.....	K-1	Stittville.....	L-3	Zurich.....	D-6
6 Point Rock.....	K-1	Sidney Centre.....	L-8		
6 Pecksport.....	K-5	Springville.....	M-5		
6 Pooleville.....	K-6	Thompsons.....	D-4		
6 Prospect.....	L-8	Tyrene.....	D-8		

LAKE REGION OF CENTRAL NEW YORK.

THE DIRECT ROAD, UTICA TO ROCHESTER



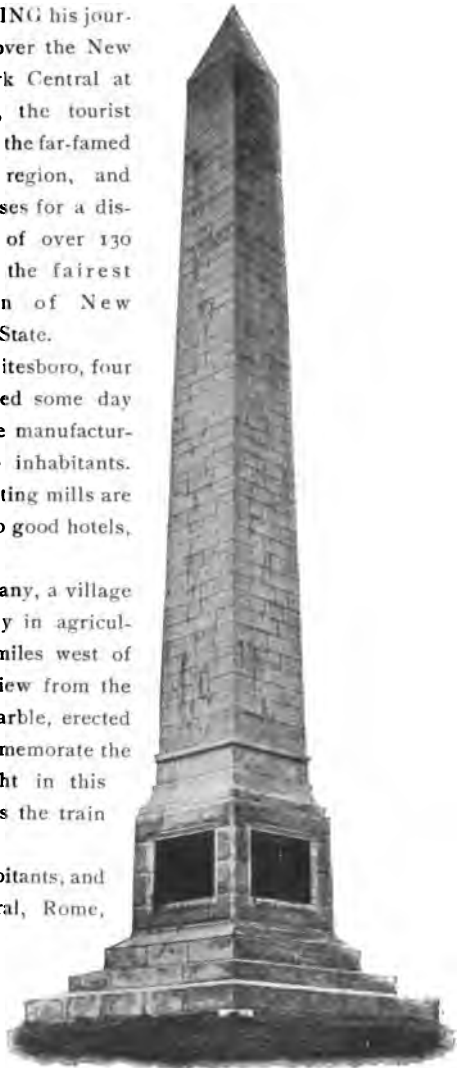
RESUMING his journey over the New York Central at Utica, the tourist enters the far-famed lake region, and traverses for a distance of over 130 miles the fairest portion of New York State.

Whitesboro, four miles from Utica, and probably destined some day to form a part of that city, is an active manufacturing town of 5000 inhabitants. **WHITESBORO.** Furniture and knitting mills are the principal industries. It supports two good hotels, the Park House and Lewis House.

Three miles beyond we reach Oriskany, a village of 1000 inhabitants, engaged principally in agricultural pursuits. Two miles west of **ORISKANY.** the station, in plain view from the train, is a handsome shaft of white marble, erected by the Oneida Historical Society to commemorate the battle of Oriskany, which was fought in this vicinity. Speeding on for several miles the train arrives at

Rome, a thriving city of 15,000 inhabitants, and the junction of the New York Central, Rome,

ROME. Watertown & Ogdensburg, and the New York, Ontario & Western Railroads, and of the Erie and Black River Canals. Fort Stanwix, which was besieged by the British in 1777, occupies a site which is now in the center of the city of Rome, and



ORISKANY BATTLE MONUMENT.—TWO MILES WEST FROM ORISKANY STATION, AND A SHORT DISTANCE SOUTH FROM THE NEW YORK CENTRAL TRACKS.

many other Revolutionary relics are shown to the curious. The city comprises several fine public buildings and a number of handsome private residences. It was here that cheese was first made in factories, and that industry is still largely pursued. Other important manufactures are merchant iron, brass and copper, locomotives and agricultural implements, knit goods, harness, carriages and fishing tackle. Rome is also one of the chief lumber markets of the State.

Passing the hamlet of Greene's Corners, five miles from Rome, we arrive at Verona, a village with a population of 300. Three and a half miles from **VERONA.** the station are the Verona Mineral Springs and an excellent hotel, accommodating from 100 to 200 guests. Its water is very efficacious in the cure of all diseases of a malarial character; also skin diseases, scrofula, rheumatism, Bright's disease, and other affections of the bladder and kidneys. The next place of importance is

Oneida, a thriving town in Madison County, and the junction of the New York Central and the New York, Ontario & Western railroads. The **ONEIDA.** town has a population of about 10,000, and is the center of a flourishing country trade. Its principal manufactories are carriage and iron works, rolling mills, silver plate works, chair and spring-bed factories. A street railway runs to Oneida Castle; stages to Peterborough, Oneida Community, Kenwood, Durhamville and State Bridge. The principal hotels are the Madison House and Allen House.



ON ONEIDA RIVER, REACHED BY THE NEW YORK CENTRAL.

Wampsville, a small village of 250 inhabitants is next passed, and we reach the village of Canastota. Connections are here made for Oneida Lake, Cazenovia, Cortland, Ithaca and Elmira by the Elmira, **CANASTOTA.** Cortland & Northern Railroad.

After passing the hamlet of Canaseraga, the train arrives at Chittenango,



MANLIUS FALLS, ON THE NEW YORK CENTRAL.

a village with a population of about 1000. One mile south of the village are the Chittenango Springs, in the deep and narrow valley through which the Chittenango Creek discharges the waters of Cazenovia Lake into Oneida Lake. This section is noted for its large production of celery and onions. Stage lines run to Chittenango Village and Lakeport.

Leaving Chittenango the train dashes past Kirkville and Manlius, and is soon wending its way through the suburbs of the enterprising and prosperous city of Syracuse. De Witt, commonly called East Syracuse, a village of 3000

population, is located three miles east of the city of Syracuse. It has four churches, excellent stores and hotels, three public halls, a good fire department and fine public school. Here is located the Ames Sash and Blind Factory, employing 100, while a short distance from the village is the immense establishment of Butler & Pierce, manufacturers of the Florida Steam Heater, and also the Stickley & Simonds Furniture Factory. During the past year nearly fifty buildings were erected, and yet the demand for dwellings far exceeds the supply.



ONONDAGA VALLEY, NEAR SYRACUSE.

Syracuse is located at the head of Onondaga Lake and at the junction of the New York Central, Rome, Watertown & Ogdensburg and Delaware, Lackawanna & Western Railroads. Situated in the heart of New York State, it has been appropriately named the **SYRACUSE.**

"Central City." The wonderful growth of Syracuse for the past twenty years entitles it to rank amongst the foremost cities of the East. It has a population of 120,000, and is one of the leading manufacturing towns in the country. For a long period Syracuse practically controlled the salt product of the United States; in fact, it was that which first gave the place its importance. The existence of the vast and important salt springs of Onondaga was known to the Indians at an early date, and was by them imparted to the Jesuits in 1654. In 1794 the State took possession of the springs, and laws were passed for the conduct of the manufacture. Although a score of companies are now engaged in this industry, it constitutes a comparatively small factor in the commercial interests of the city, there being at the present time over five hun-



SALT WORKS AT SYRACUSE, SEEN FROM THE TRAINS OF THE NEW YORK CENTRAL.

dred industrial establishments there, giving employment to not less than 20,000 people. The manufactories of Syracuse comprise Bessemer steel works, rolling mills, hardware specialties, cutlery, fruit canneries, breweries, and mower and reaper works. The chemical works of the Solvay Process Company, the largest establishment of its kind in the country, are also located there. The city is handsomely laid out, and contains many handsome public buildings and private residences. It has about 600 miles of streets, reaching out into some of the prettiest suburbs imaginable. The products of its manufacturing industry and wholesale jobbing and retail trade, is estimated at \$75,000,000 yearly; assessed value of real estate \$44,000,000 and personal property \$4,000,000. It has 102 churches and twenty-eight public schools, affording accommodations for 27,000 children. Its principal hotels are the Yates, Vanderbilt, Globe, Burns, Empire and Congress.

The New York Central is now engaged in erecting a new station at Syracuse, of ample proportions and somewhat unique in architectural design, on the site of the old Leland Hotel, on the corner of Fayette and Franklin Streets. It will be 122x94 feet, with a tower twenty-five feet square, built entirely clear of the walls. There will be a baggage room and ticket office extensions, 50x104 feet. The entire outside of the building will be of sandstone, steps and platforms of red granite, and all interior walls pressed buff brick. The main waiting room will be ninety feet square and will be attractively finished in ornamental wood-work. The cut herewith presented gives a good idea of the immensity of the new structure. The freight yards in Syracuse are also to be greatly enlarged. Something like \$500,000 is being expended on the station and freight yards. From Syracuse, west, there are



NEW STATION OF THE NEW YORK CENTRAL AT SYRACUSE, NEARING COMPLETION.

two routes to Rochester. Through passengers take the main line; but travelers destined to Auburn, Geneva, Seneca Lake, Watkins Glen, Canandaigua, and other points on or connecting with the Auburn Branch, change cars.

As the train draws out from Syracuse to continue its journey on the direct line the passenger has an excellent view of the innumerable salt sheds that line the shore of the lake, and sees on every hand evidences of the enterprise and thrift that have made this city what it is. The stations of Belle Isle, Warners and Memphis succeed each other rapidly, and then a halt is made at

Jordan (population 2000), noted for the manufacture of furniture, wheelbarrows, etc.; it also contains extensive cement works; it has three hotels—the Clinton House, Railroad House and Riverside Hotel. Cross Lake, in the near vicinity, affords excellent fishing. Daily

stages run to Meriden (7 miles) and to Elbridge (4 miles). The next station of importance is Weedsport.

Weedsport, a flourishing town of 1700 population, comprising among its industries corset and box factories, bottling works, a truss factory and large granite and marble works. There are several well-kept hotels in the village, which during the season furnish accommodations for sportsmen who delight in the excellent hunting and fishing which this entire region affords. The beautiful Seneca River, whose waters teem with black bass, pickerel and other good game fish, lies within a mile of the village.



SENECA CREEK, WEEDSPORT, ON THE NEW YORK CENTRAL

Four miles beyond is Port Byron (population 1200), one-third of whom are employed in its manufacturing industries. There are large shirt and canning factories located here; also two hotels—the Howard House and National House. The Seneca River is one and a half miles north of the station. Regular stage lines run to Conquest, Spring Lake and Auburn.

Passing the little hamlet of Fox Ridge and the thriving town of Savannah, our next stop is at Clyde, population 3500. Here are large harness shops and foundries; also malt works and a glass factory. Clyde is the home of Lieutenant-Governor Saxton. We now run severa'

miles in sight of the Clyde River, the outlet of Canandaigua Lake, until we enter the village of Lyons.

Lyons is the county seat of Wayne County, and produces more dried fruit than any other county in the State. This town is tastefully laid out, and is nearly midway between Syracuse and Rochester. It has a population of about 6500. The manufacture of the oil of peppermint is an important industry, there being a score of peppermint distilleries, producing annually more than 100,000 pounds of this costly oil. There are



FOUR TRACKS AND SIDING AT WARNERS, ON THE NEW-YORK CENTRAL.

located here silver plating works, cigar factories, wagon works and a large malt house. The principal hotels are the Baltzel and Congress Hall. Lyons lies in a beautiful valley with hills on three sides. Its streets are well paved, lighted and sewered. It is quite a favorite Summer resort. The Clyde River, which flows directly through the village, furnishes excellent fishing. Sodus Point and Sodus Bay, lying fourteen miles north, are among the best known Summer resorts in Central New York. A daily stage line runs between Lyons, South Sodus and Wagner Centre. Lyons is the junction point of the New York Central and the Fall Brook Railway. Connections are made here for Geneva, Seneca Lake, Watkins Glen and points in Northern Pennsylvania.

The next station is Newark, a beautiful and thriving town, numbering about 4000 inhabitants. Extensive preserving and canning factories are located here, employing nearly a thousand hands. Among the points of interest pointed out to visitors is the home of the famous Fox sisters, the spiritualists. Connections are made here with the

Northern Central Railroad for Sodus Bay, eighteen miles distant, one of the finest harbors on Lake Ontario, and a favorite Summer resort.

Palmyra, seven miles beyond, has a population of over 3000. Its streets are broad and handsomely shaded. Two miles south of Palmyra Joe Smith, the founder of Mormonism, claimed to have dug from a hill—which now bears the name of Mormon Hill—the golden plates from which the first Mormon Bible was printed. The home of the prophet on Prospect Hill, overlooking the village, "The Hill Ganargna," is



MORMON HILL, NEAR PALMYRA, ON THE NEW YORK CENTRAL.

still pointed out to visitors. Palmyra lies in the midst of a fine farming and fruit country, and is very desirable for a Summer home. There are miles of drives over fine roads to resorts and places of interest in the vicinity. Several excellent hotels and a number of private boarding houses furnish accommodations for families. Among the principal industries are a large printing press manufactory, iron and marble works, fruit canneries, etc.

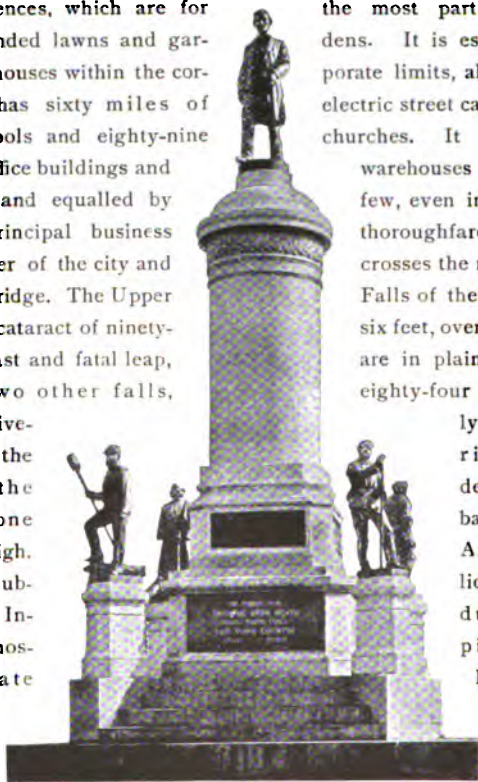
Passing the villages of Macedon, Fairport, Penfield and Brighton, the train soon rolls into the station at Rochester. Rochester is the fourth city in population in the State of New York, and one of the leading manufacturing cities in the country; it is situated on the Genesee River, four miles south of its entrance into Lake Ontario, and is just midway between those two greatest natural attractions—Niagara Falls and the Thousand Islands. It was founded in 1802 by Col. Nathaniel Rochester, a representative pioneer of Genesee County, and received its charter as a city in 1834. Since that time its growth has been simply marvelous.

The splendid water power furnished by the Genesee River, together with unexcelled transportation facilities and the fertility of the surrounding country

have contributed very largely to the development of Rochester. The city covers an area of about seventeen square miles, and is laid out chiefly in squares, with streets from 60 to 100 feet wide, shaded by beautiful trees, well paved and neatly kept. In fact, there seems to be very little difference in this respect, in the various sections of the city; streets where mechanics and laborers live present as neat and inviting an appearance as those lined with the more pretentious residences of merchants and manufacturers. No city in the world, the size of Rochester, has a greater number of working men who own homes, and no city can claim a more prosperous and thrifty class of working people. This can be attributed to various conditions. The cost of living here is very low—said to be about twenty-five per cent. less than in New England, and fifty per cent. less than in the cities of the West. A neat cottage on a good street may be hired for \$2.00 per week, a sum that would not pay for two rooms in a New York tenement. Fuel and clothing are also very cheap here. The streets of Rochester extend over 240 miles, and its public parks contain 475 acres. It

some residences, which are for carefully tended lawns and garden number of houses within the corporation. Rochester has sixty miles of public schools and eighty-nine fire-proof office buildings and to the city and equalled by

The principal business in the center of the city and some iron bridge. The Upper perpendicular cataract of ninety-made his last and fatal leap, bridge. Two other falls, feet respectively-half below, the through the its limestone 250 feet high. prominent public the State Institute two large hospitals, State Insane, organization of diversity of



SOLDIERS' MONUMENT, ROCHESTER.

abounds in tasteful and handsome the most part surrounded by dens. It is estimated that the corporate limits, all told, is 33,000. electric street car lines, thirty-five churches. It has magnificent warehouses that are a credit few, even in the metropolis. thoroughfare, Main Street, is crosses the river over a hand-Falls of the Genesee, a per-six feet, over which Sam Patch are in plain view from this eighty-four and twenty-five ly, are a mile and a river running deep gorge, with banks from 100 to Among the many lic institutions are dustrial School, pitals for deaf Hospital for the and charitable tions of every tion. The Uni-Rochester and



NEW YORK CENTRAL RAILROAD BRIDGE OVER THE UPPER FALLS OF THE GENESSEE RIVER, ROCHESTER.

its seminaries of learning have a national reputation for excellence. To Rochester rightly belongs the titular distinction conveyed in the phrase "City of Flowers." In the sweet Summer days its grounds and gardens are aglow with many-hued blossoms and a thousand varieties of flowers. Its fame in this regard is as wide as the continent. Its roses are renowned throughout the world. In addition to this general cultivation, by citizens as well as florists, of an extended classification of the best known genera of out-door and hot-house flower plants, the late William S. Kimball's collection of orchids is by far the finest and largest in the United States, embracing, as it does, some 20,000 plants, in variety exceeding all others, and in some notable instances, containing examples not to be found elsewhere. Connoisseurs from every section of the country, and from Europe as well, make special journeys hither to inspect this superb aggregation of the most interesting of the entire family of flowers.

Many hundreds of acres in and about the city are devoted almost exclusively to the growth of flowers, in addition to



WATER TANK IN THE TRACK, NEAR SAVANNAH, ON THE NEW YORK CENTRAL.

which there are 4000 acres of fruit trees and nurseries of from 250 to 500 acres.

Though the twenty-first city in the Union in population, Rochester stands among the first in the diversity and importance of its industries. All told, there are 2984 manufacturing establishments here, employing 48,965 persons; the capital invested in the manufacturing and wholesale trade is \$35,000,000, and the value of the manufactured products amounts to \$200,000,000 per annum. Rochester is nearer the coal fields of Pennsylvania than is any other large city in the State, and hence has cheaper fuel; it is the fourth city of the United States in the manufacture of boots and shoes, the third city in the manufacture of clothing. The other important industries are cotton and paper mills, breweries, oil refineries, perfumery and tobacco manufactories.

The Powers Art Gallery is a permanent artistic feature of the city, attracting thousands of visitors yearly. It is the private property of D. W. Powers, and occupies the greater part of the two upper floors of the Powers Fire-Proof Building. There are invested something over one million dollars in this art gallery, which is luxuriously and artistically furnished; it is one of the largest and finest collections in America. The gallery was established and is maintained with a view of creating and fostering a love of art in its higher forms among the inhabitants of Rochester, and as far beyond the city as its influence might eventually reach.

A plentitude of resources is afforded the tourist at this delightful city. He or she can take the main line to Buffalo, or the Niagara Falls Division to the country's greatest wonder, or the Charlotte Branch, which connects the main road with the charming Ontario Beach, one of the most popular Summer resorts of Western New York, and less than ten miles distant.

A few miles from Rochester is the pleasant and picturesque village of Charlotte, situated near the shore of Lake Ontario, at the mouth of the Genesee River. A branch of the New York Central connects Rochester with Ontario Beach, just below Charlotte, and during the Summer season trains run back and forth at hourly intervals. Here the Ontario Beach Improvement Company have erected a model Summer hotel (The "Hotel Ontario"), and have spared neither time nor expense in adding to the number and variety of its attractions. **ONTARIO BEACH.** Good fishing and hunting are plentiful, and bathing, boating and driving, interspersed with the social attractions which the hotel affords, cannot fail to make the traveler's stay an agreeable one.

Connections are made at Rochester for Le Roy, Warsaw, Machias and Salamanca, by the Buffalo, Rochester & Pittsburgh Railroad; also to Charlotte by branch of the New York Central & Hudson River Railroad; passengers for Brockport, Albion, Medina, Lockport, Suspension Bridge and Niagara Falls are carried over the Niagara Falls Division; those for Buffalo, Cleveland, and the West continue on the main line.



THE AUBURN ROAD

SYRACUSE TO ROCHESTER.



AT SYRACUSE, by leaving the direct line and taking what is known as the Auburn Branch, the traveler can reach Rochester just as easily, and at the same time be enabled to view the beauties of placid Seneca Lake and the far-famed Watkins Glen, with but little loss of time.

After leaving Syracuse, a number of minor stations, including Fairmount, Camillus, Marcellus, and Halfway are passed, and in eighteen miles **SKANEATELES.** the train reaches Skaneateles Junction, where passengers for Skaneateles Village and Lake change cars. Skaneateles Lake is one of the most charming bodies of water in Central New York. It is sixteen miles long, with an average width of one mile, and set amid imposing hills, rising 1200 feet above its surface.

Its waters are cool and clear, and well supplied with trout and other fish. The village of Skaneateles is situated at the northern end of the lake, and has many visitors in Summer. About ten miles southeast of Skaneateles is



GREAT EXPECTATIONS.—A SCENE NEAR MARCELLUS, ON THE NEW YORK CENTRAL.

picturesque little Otisco Lake, enclosed by lofty hills. A line of stages runs between Skaneateles Junction and Elbridge, distant two miles, connecting



SKANEATELES LAKE, ON THE NEW YORK CENTRAL.

with nearly all trains. Connection is also made with the Skaneateles Railroad for Skaneateles Village, five miles distant.

Leaving Skaneateles Junction, the train passes the village of Sennett, and a few moments later enters the station at Auburn, a handsome city of about 30,000 inhabitants, situated near Owasco Lake, whose outlet **AUBURN.** flows through the city, furnishing a water power which neither rains nor drought materially affect. It is employed in mills of various kinds, and in manufactures of wool, cotton, fine shoes, paper and agricultural implements. Directly opposite the station is located one of the largest prisons in the State, covering eighteen acres of ground, enclosed by a wall 3000 feet long and from twelve to thirty-five feet high.

Auburn was for many years the home of the late William H. Seward, whose grave is in the cemetery on Fort Hill.

Connections are here made with the Lehigh Valley Railroad. Owasco Lake, three miles south of Auburn, is a popular resort much frequented by Summer visitors. Cars of the electric railway run direct from the New York Central Station to the lake.

The hamlet of Aurelius is next passed, and then, after crossing a bridge nearly a mile in length, the train reaches Cayuga (population 450), located on

the beautiful lake of the same name. There is an excellent restaurant connected with the station, at which all trains stop a reasonable time for refreshments. Connections are made with Aurora and Ithaca by rail, and steamers also ply upon the lake between Cayuga, Sheldrake and Ithaca. The last named town is the seat of Cornell University, and is noted for its charming natural surroundings.



CAYUGA LAKE, ON THE NEW YORK CENTRAL.

Seneca Falls is a bustling and prosperous manufacturing town with a population of over 7000. It is in Seneca County, and lies on the banks of the Seneca River. The manufacture of pumps and fire apparatus is carried on here very extensively. There are also large woolen mills, novelty and leather works. A handsome soldiers' monument, erected at a cost of \$10,000, by Mrs. Albert Cook and donated to the town, is conspicuous in a park near by. Cayuga Lake, lying three miles to the east, affords fine fishing. A new modern hotel is being erected here and will be ready to receive guests by the first of June.

A short ride from Seneca Falls, through a fertile farming district, and we come to Waterloo, which has a population of about 5000. The village has wide streets, shaded by grand old trees, and is a delightful place of residence. It has several important manufactories, including knitting mills, shawl factories and extensive carriage and wagon works.

Fifteen miles west of Cayuga Bridge, crossing the reedy foot of Cayuga Lake, the west-bound train over the Auburn Road sweeps around the gravel-

bordered extreme of Seneca Lake and comes to a stop at the station of Geneva. The town of Geneva is one of the most attractive communities in the interior of the Empire State. It enjoys a large local trade, the stores being ranged chiefly along the wide main street beside the lake and upon several bi-secting streets, the many handsome homes of its citizens occupying higher ground looking out upon the lake further to the



SOLDIERS' MONUMENT AT SENECA FALLS, ON THE NEW YORK CENTRAL.

south. Two very excellent hotels, the Kirkwood and Franklin, compete for the patronage of travel. Hobart College, one of the most influential and substantial of our educational institutions, occupies a very advantageous site fronting upon the lake.

At Geneva connections are made with the Fall Brook Coal Company's system of railroads, reaching Watkins Glen, Penn Yan, Corning and Williamsport, and in Summer steamers run three times daily from Geneva to Watkins at the southern end of the lake. Connections are also made with the Lehigh Valley Railroad for Ithaca.

Passing the stations of Oaks Corners and Phelps, twelve miles from Geneva, are the Clifton Springs, one of the most frequented resorts on the line of road.

CLIFTON SPRINGS.

The waters are sulphurous in character, and are very efficacious in the treatment of bilious and cutaneous diseases. The Clifton Springs Sanitarium is a noted retreat for invalids and convalescents. The village has a population of 1800.

Continuing our journey, and passing the hamlets of Shortsville and Chapinville, the train stops at the beautiful town of Canandaigua, situated in Ontario

CANANDAIGUA.

County, at the northern extremity of Canandaigua Lake. The town has about 7000 inhabitants, and is celebrated for its picturesque scenery and the elegance of its private residences. The



CANANDAIGUA LAKE, ON THE NEW YORK CENTRAL.

Indian name, Canandaigua, means "the chosen spot." The lake that bears the name of the town is sixteen miles long, one mile wide, 668 feet above tide water and 437 feet above Lake Ontario, into which it is emptied by the Clyde and Seneca Rivers. At Canandaigua passengers for Elmira and the south take the Northern Central Railway.

Ten miles west is Victor, a charming village of 2800 inhabitants. It contains flour mills, cabinet shops, carriage works and a cigar factory, altogether giving employment to several hundred persons. The cultivation of potatoes is carried on here quite extensively, the total output prob-

VICTOR.

ably exceeding that of any other section of the State.



ROCKY RUN, NEAR CLIFTON SPRINGS, ON THE NEW YORK CENTRAL.

The next village is Fishers, with 200 population, principally engaged in manufacturing industries. There is beautiful scenery hereabout, and the neighboring streams afford fine sport for the angler.



STONE ARCH UNDER NEW YORK CENTRAL TRACKS AT PHELPS.

A further ride of seven miles through a fertile section of country, brings the traveler to Pittsford, a beautiful town of about 800 inhabitants, and one of



ON THE SENECA RIVER, AUBURN ROAD, NEW YORK CENTRAL.

the oldest settlements in this part of the State. Its broad streets and magnificent roads, lined on either side with large and portly shade trees, make

PITTSFORD. it an extremely attractive place for a quiet and comfortable home. At this place is located the famous "Pittsford Farms," which is one of the largest and finest stock farms in the East. It is here that Shetland ponies, Jersey cattle and Angora goats are raised in great numbers, and innumerable varieties of water fowl can be seen at all times.

Eight miles further on is Rochester, where we again unite with the main line.

THE BATAVIA AND CANANDAIGUA BRANCH.

This line runs from Canandaigua to Batavia, a distance of fifty miles, through the midst of a delightful farming country. The first place of importance, after leaving Canandaigua, is East Bloomfield, a

EAST BLOOMFIELD. busy little town of 2000 population, containing two good hotels, four churches, a fine bank building and an excellent school. There are two large fruit evaporators here, carriage works and grain drill factory.

Passing Miller's Corners, West Bloomfield, Honeoye Falls and West Rush, we arrive at Genesee Valley Junction, where connection is made with the Erie Railway for Avon, Geneseo, Hammondsport, Corning and Bath. The village has a population of 500. It is a favorite resort for canoeists, there being a direct water-course through Honeoye Creek and down the Genesee River to Rochester. Traveling westward half a mile from Genesee Valley Junction the Genesee River is crossed on the longest one span iron bridge on the entire line, and the train traverses to

GENESEE VALLEY JUNCTION. The next station, Caledonia, population 1400. This is an important manufacturing place. The New York State Fish Hatchery is located here. There is a daily stage line in operation between Caledonia and Mumford.

LE ROY. Le Roy, seven miles beyond, with a population of 3500, is principally engaged in manufacturing enterprises. It is an attractive town and offers many inducements for Summer residence.

STAFFORD. Stafford, a small village in the midst of a beautiful farming country, is the next station on the line, midway between Le Roy and Batavia.



STATE FISH HATCHERY AT CALEDONIA, ON THE NEW YORK CENTRAL.

ROCHESTER TO BUFFALO AND NIAGARA FALLS.



NIAGARA FALLS may be reached from Rochester either via Buffalo and the main line or via Lockport and the Falls Division. The former route we will consider first.

The distance from Rochester to Buffalo, by the main line, is sixty-nine miles.

Passing in succession the villages of Coldwater, Chili, Churchville, Bergen and

BATAVIA. Byron, we reach Batavia, which is delightfully situated

in one of the richest and most fertile sections of the State. It is a town of about 8000 inhabitants, and is noted for its broad and handsome streets, beautiful shade trees and pleasant drives. Here are located the State Institution for the Blind, a ladies' seminary, a library, and several manufactories. A few blocks east of Batavia Station, and on the north side of the track, is the cemetery, in the southeast corner of which, and in plain view from the trains of the New York Central, stands the monument erected in 1882 by the anti-masons in memory of William Morgan. It is a beautiful shaft of Vermont granite, forty feet in height, surmounted by a full-length statue. Connections are made at Batavia for all points on the Canandaigua, Batavia and Tonawanda Branch, also the Batavia and Attica Branch.

When Batavia is left in the distance, the train, after a run of thirty-five miles through a fertile farming region dotted with hamlets



MORGAN MONUMENT, BATAVIA—IN
SIGHT OF NEW YORK CENTRAL
TRAINS.

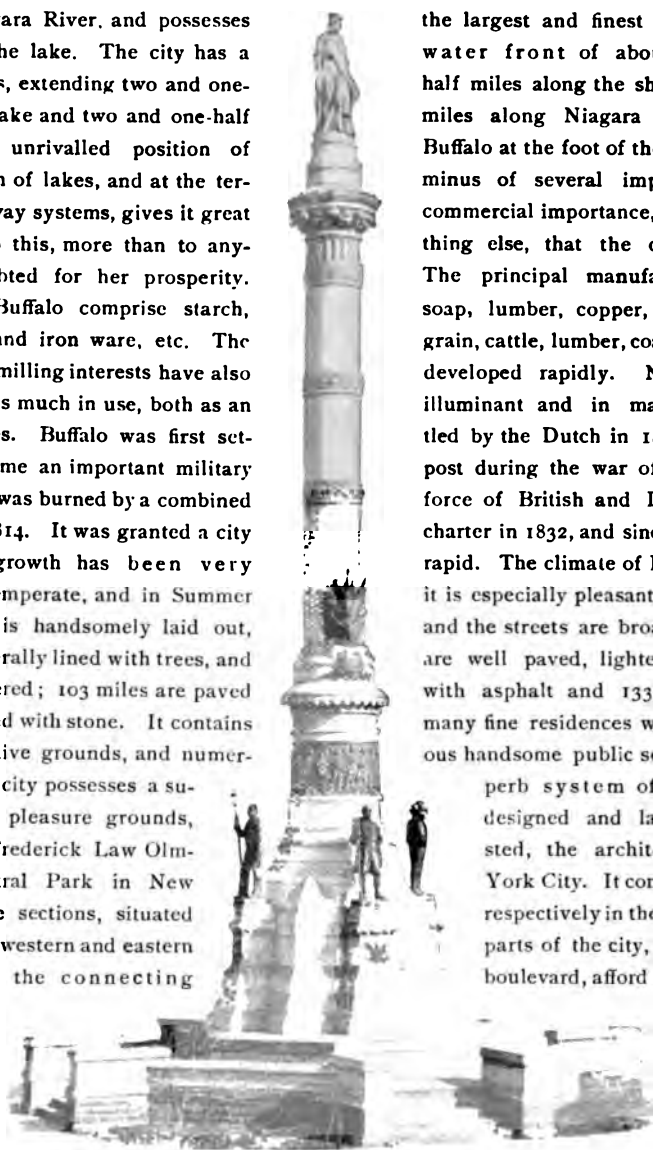
and villages, enters the station in the large and thriving city of Buffalo, which contains a population of nearly 300,000, and is the third city in size in the State of New York. It is located at the mouth of Buffalo

BUFFALO.

River, at the eastern end of Lake Erie and the head of Niagara River, and possesses on the lake. The city has a miles, extending two and one-half the lake and two and one-half The unrivalled position of chain of lakes, and at the ter-railway systems, gives it great is to this, more than to any-indebted for her prosperity. of Buffalo comprise starch, tin and iron ware, etc. The and milling interests have also gas is much in use, both as an tories. Buffalo was first set-became an important military and was burned by a combined in 1814. It was granted a city its growth has been very is temperate, and in Summer city is handsomely laid out, generally lined with trees, and sewered; 103 miles are paved paved with stone. It contains tractive grounds, and numer-The city possesses a su-and pleasure grounds, by Frederick Law Olm-Central Park in New three sections, situated ern, western and eastern with the connecting

the largest and finest harbor water front of about five half miles along the shore of miles along Niagara River. Buffalo at the foot of the great minus of several important commercial importance, and it thing else, that the city is The principal manufactures soap, lumber, copper, brass, grain, cattle, lumber, coal, iron developed rapidly. Natural illuminant and in manufac-tled by the Dutch in 1801; it post during the war of 1812, force of British and Indians charter in 1832, and since then rapid. The climate of Buffalo it is especially pleasant. The and the streets are broad and are well paved, lighted and with asphalt and 133 miles many fine residences with at-ous handsome public squares.

perb system of parks designed and laid out sted, the architect of York City. It comprises respectively in the north-parts of the city, which, boulevard, afford a drive



SOLDIERS' MONUMENT, ON MAIN STREET, BUFFALO.

of nearly ten miles. The beautiful Forest Lawn Cemetery adjoins the park on the south. Near the entrance stands the imposing monument erected in memory of the famous Indian chief "Red Jacket," an illustration of which appears below. The principal thoroughfares are Main Street about two miles in length, Niagara Street four miles, and Delaware Avenue three miles. The six public squares are named Niagara, Lafayette, Franklin, Johnson, Prospect and the Terrace.



RED JACKET MONUMENT, FOREST LAWN CEMETERY, BUFFALO.

The prominent public buildings are the City and County Hall, a magnificent granite structure fronting on Franklin Street, completed in 1880, at a cost of nearly \$1,500,000; it is built in the form of a double Roman cross, with a tower 245 feet high; the United States Custom House and Post-Office, at the corner of Washington and Seneca streets; the Board of Trade Building, in

Seneca Street; the Buffalo Library, on Lafayette Square; the State Arsenal, in Broadway; the Erie County Penitentiary, one of the six penal establishments of New York; the General Hospital, in High Street, and the State Asylum for the Insane, an edifice which cost about \$3,000,000, is located in Forest Avenue, adjoining the Buffalo Park. The city also possesses several handsome churches and theatres.

In the light of Buffalo's past growth, who can conceive the full extent of the beneficial effect of her present resources of development, receiving the aid of the greatest factor of progress which has ever fallen to this already fortunate city, and thus adding the product of not a single power plant, but the product of three power plants, each one of which stands alone in its sepa-



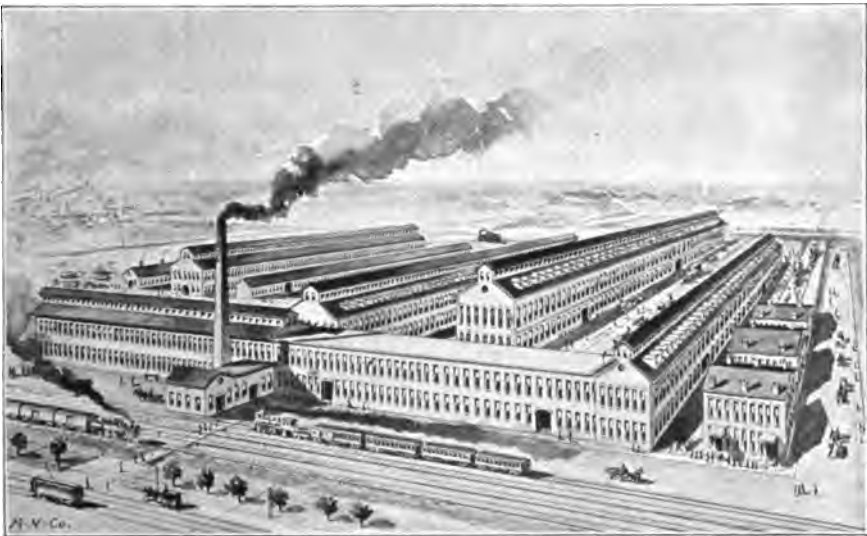
CITY AND COUNTY HALL, BUFFALO.

rate sphere, and without comparison with the other two will bear the proud distinction of being unequalled in the world? These three great sources of power are now and to be the result and development on the part of the Niagara Falls Power Co., the Niagara Falls Hydraulic Power and Manufacturing Co. and the Canadian Niagara Power Co. The plants of the first two named companies are located in Niagara Falls, N. Y., while the third company has the extensive right to develop power in the "Queen Victoria" Niagara Falls Free Park, on the Canadian side of the Niagara River. At present great interest centers in the development of the Niagara Falls Power Co. and the Niagara Falls Hydraulic Power and Manufacturing Co., for both these concerns have made application for franchise rights in the streets of

Buffalo, for the transmission of power, and their applications are now being considered by the city.

Connections are made at Buffalo with the Lake Shore & Michigan Southern and the Michigan Central Railroads for Cleveland, Detroit, Chicago, Cincinnati, St. Louis and the West. A journey of twenty-two miles over the Buffalo, Niagara Falls, Suspension Bridge and Lewiston Branch is all that is necessary to reach the greatest cataract of the world, and America's most famous natural wonder.

On the outskirts of the town are growing up many thriving towns. Depew has attracted great attention, because of the magnificent scale on which plans have been made and work begun for an enduring model town. **DEPEW.** The extensive car and engine construction shops of the New York Central have been located here, and rows of tasteful houses erected for the workmen. A brilliant future is predicted for the new town.



NEW YORK CENTRAL SHOPS AT DEPEW.

The city of Tonawanda, only two and a half miles from the north line of **TONAWANDA.** Buffalo, is the largest lumber market in the world, and contains 18,000 population.

Passing the villages of Gratwick and La Salle, next on the line, and twenty miles from Buffalo is the new village of Echota, on the banks of the old Niagara River. The station is modern in design and construction. The village occupies a tract of land of about 2000 **ECHOTA.** acres, owned by the Cataract Construction Co., builders of the great power

tunnels at Niagara Falls. Already some beautiful streets have been laid out, and fifty attractive modern houses have been erected and are now occupied. Preparations are being made to build 200 more houses in the near future. Over 1000 shade trees have been set out and each house is surrounded by well-kept lawns. The large hotel "Echota," only one block from the station, is open the year round. A \$30,000 three-story brick school house has also just



NINE MILE CREEK, ON THE NEW YORK CENTRAL.

been completed. There are two electric railway lines, one running to Niagara Falls and the other to Suspension Bridge, making the trip every fifteen minutes. Boating, bathing and fishing can be enjoyed here to the utmost. The interesting and historic ruins of Fort Schlosser are only one mile distant. The population numbers about 500, most of whom are employed in the important manufacturing enterprises located here.

ROCHESTER AND NIAGARA FALLS ROAD.

The trip over the Falls Division, on the direct route from Rochester to Niagara, is also made through a charming section. Seventeen miles west of Rochester the delightful village of Brockport is reached.

BROCKPORT. It is beautifully situated in the midst of a country teeming with abundant harvests, and inhabited by a prosperous and contented population, numbering about 5000. It contains many features of interest. Here are located a State Normal School and several extensive manufactories of agricultural implements, boots and shoes and pianos.

Brockport is also the market for farm and garden products, principally beans and barley. In the rural cemetery, one mile east of the station, stands Brockport's Soldiers' Memorial Tower, recently erected; it is built of rock face stone and surmounted by an observatory, from which an extensive view of the surrounding country is obtained. Five miles beyond is Holley, an attractive manufacturing town of 2000 inhabitants.

Murray, the next station, has a population of 500.

MURRAY. There are several stone quarries here, producing a fine variety of Medina sandstone.

Still proceeding westward, we come to Albion, the capital of Orleans County, with a population of 5000.

ALBION. This village is attractively laid out with wide streets shaded by large trees, and contains many handsome residences, several churches, banks, newspapers, etc. Several fine stone quarries are being worked to advantage, employing several hundred men. The village also contains five of the largest and best equipped warehouses in the country, for handling beans, grain, etc.; also two large fruit houses. Thoroughly progressive in all respects, the authorities have introduced a fine system of water-works, also an extensive electric line and gas plant. There are nine churches here, including one recently built by Mr. George M. Pullman, as a memorial. The principal hotels are the Orleans House, Exchange Hotel and Albion House. The surroundings of Albion are exceptionally attractive. The country for miles around is under cultivation, beans and apples being the principal products. A new State building



SOLDIERS' MONUMENT, NEAR BROCKPORT.

for women has just been erected here at an expense of about \$200,000. Lake Ontario lies nine miles north and is reached by stage, which connects with morning and evening trains.

Moving onward, the train passes the hamlets of Eagle Harbor and Knowlesville and halts at Medina, a pleasant town of 5000 inhabitants, about midway between Rochester and Buffalo, noted for its quarries of dark-red sand stone. Iron foundries, furniture works, and a large wrapping-paper mill furnish employment for hundreds of men and



RAILROAD BRIDGE, NEAR MEDINA, NEW YORK CENTRAL.

women. Located in the midst of a fine fruit country, it has the reputation of being one of the best fruit markets in the State. Medina is considered one of the healthiest and most desirable villages in western New York. No town of its size in the State has more water power, or offers better advantages for manufacturing enterprises of every character.

After leaving this town, the rich and fertile, as well as world-famous, county of Niagara is reached.

The train speeds through beautiful rolling lands containing the finest fruit orchards in the country. The thriving villages of Middleport and Gasport are quickly passed, and the train approaches the beautiful and prosperous city of Lockport, with 20,000 inhabitants, its wealth-producing manufactures and great system of canal locks. Here the New York Central crosses a deep ravine, through which the Erie Canal passes, following a natural waterway. The railroad bridge is over 500 feet long and between sixty and seventy feet high. Passengers will be able to see here the most remarkable drop of the canal in its chain of five continuous double locks from the left of the cars. The city is the center of a large paper and pulp industry, including the Niagara Paper Mills, the Lockport Paper Company, the Lockport Pulp Company, the United Indurated Fibre Company, the Cascade Wood-pulp Company, the Lockport City Pulp Company, and a number of other smaller plants. The power to run the mills is taken from the 18-mile creek fed by the canal. A hydraulic canal also supplies water power to a score

or more other industries; notable among them are the manufacturers of the Holly pumping engine. The iron interests are represented by the Western Rolling Mill and Hall's Manufacturing Company.



LOCKPORT STATION, NEW YORK CENTRAL.

The railroad company but recently erected one of the handsomest stations along its line here, and the elegant grounds surrounding it with flowers and shrubs go far to enhance the general appearance.

Eleven miles beyond Lockport is the hamlet of Sanborn, with a population of 300, and then Suspension Bridge looms in sight. This village is a

SUSPENSION BRIDGE.

port of entry on the Niagara River, nearly opposite the lower rapids, two miles below the cataract, at a junction of the New York Central Railroad with the Grand Trunk Railway of Canada, which crosses the river on a suspension bridge more than 800 feet long and 250 feet above the water. The railway bridge is eighteen feet above the bridge used for carriages and foot passengers.

Three hundred feet above the old Suspension Bridge, and in full view of the falls of Niagara, is located the great Cantilever Bridge, built by the



THE GREAT CANTILEVER BRIDGE, NIAGARA FALLS.

Michigan Central Railroad, and completed in November, 1883, forming the connecting link between the New York Central and the Michigan Central Railroads.

This remarkable structure is recognized as the greatest triumph of modern engineering, and has attracted in a greater degree, perhaps, than almost any work of the century, the attention of the scientific world, and brought interested visitors to the spot from all quarters of the globe.

The principle of the Cantilever Bridge is that of a trussed beam, supported at or near its center, with the arm extending each way, and one end anchored,



OAK ORCHARD CREEK, NEW YORK CENTRAL.

or counterweighted, to provide for unequal loading. Each end is made up of a section entirely of steel, extending from the shore nearly half way over the chasm. Each section is supported near its center by a strong steel tower, from which extend two lever arms, one reaching the rocky bluffs, the other projecting over the river 175 feet beyond the towers. The outer arm having no support, and being subject, like the other, to the weight of trains, a counter advantage is given by the shore arm being firmly anchored to the rocks on

shore. The towers on either side rise from the water's edge ; between them is a clear span of 495 feet over the river, the longest double-track truss-span in the world. The ends of the cantilevers reaching on each side 395 feet from the abutments, leave a gap of 120 feet filled by an ordinary truss bridge hung from the ends of the cantilevers. Provision is made for expansion and contraction by an ingenious arrangement between the ends of the truss bridge and of the cantilevers, allowing the ends to move freely as the temperature changes, but at the same time preserving perfect rigidity against side pressure from the wind. From the tower foundations up the whole bridge is steel, every inch of which was subjected to the most rigid tests from the time it left the ore to the time it entered the structure. The total length of the bridge is 910 feet.

Four hundred and forty-seven miles from New York is Niagara Falls, the most inspiring natural wonder known to man. The Niagara River, extending from Lake Erie to Lake Ontario, a distance of thirty miles, has a total fall of 334 feet, the greater part of the descent being confined within a distance of seven or eight miles. The rapids are so strong two miles above the Falls as to entirely prevent navigation. There are three distinct cataracts. The Horseshoe Fall, so called from its crescent shape, is by far the largest, and is in the direct course of the river ;



THE NIAGARA GORGE.—LEWISTON BRANCH, NEW YORK CENTRAL.



NIAGARA IN WINTER.—THE ICE MOUNTAIN, ON THE NEW YORK CENTRAL.

it is 2000 feet wide and 154 feet high. The American Fall is 660 feet wide, and the Central Fall 243 feet, each having a fall of 163 feet.

The magnitude of the great cataract, and its fame as a natural wonder, have heretofore to a certain degree, excluded from thought the idea of its marvelous utilitarian properties, but the recent development of electrical science and the far-reaching enterprise of to-day, have now combined to subject to the uses of mankind a portion of the power of the Falls, developed at such a distance from the great cataract as not to interfere in any way with the natural beauty of the scenery.

The feasibility of applying a portion of the power of the cataract to the comforts and necessities of mankind has been discussed for many years by the scientists and manufacturers of America, and several undertakings for the utilization of so much of the water power as the immediate locality required, were carried out by local enterprise, but the limited demand for water power in a comparatively new and undeveloped country, and the existence of many small water powers in the New England States and other sections of the country, permitted this great natural reservoir of power, at Niagara, to remain practically untouched until the removal of the forests impaired and in many instances destroyed the water powers at other places.

THE HYDRAULIC CANAL.

The water power at Niagara was first utilized on a large scale by the construction of the Hydraulic Canal, about three-quarters of a mile in length, commencing at a point on the shore of the river above the Falls, where the water is deep and navigable, and terminating on the high bank of the gorge below the Falls. The cliff along the bank of the river near the lower termination of the canal is occupied by several large manufacturing establishments.

THE TUNNEL.—PLANS OF THE NIAGARA FALLS POWER COMPANY FOR THE UTILIZATION OF THE POWER OF THE FALLS OF NIAGARA.

The association of prominent business men at Niagara Falls, N. Y., known as the Niagara Falls Power Company, was organized for the further development of the water power at Niagara, and has, from its charter and the amendatory acts, all the powers and grants necessary for taking water from the Niagara River, passing the water through the raceways and tunnels of the company, and furnishing the power derived from the energy of the water to the mills and factories to be located upon the adjacent lands.

For this purpose, from the water level below the Falls, a subterranean tunnel has been constructed of horseshoe shape, having capacity equal to a circle twenty-five feet in diameter, extending through the solid rock to the upper river at a point about one mile above the Falls. From this point the tunnel continues parallel with the shore of the river one and one-half miles, at an average depth of 160 feet below ground and about 400 feet distant from

the navigable waters of the river, with which it is connected by means of surface conduits or canals through which the water from the river enters and is drawn through the shafts and wheel-pits into the great tunnel below, which forms an immense tail race for all of the mills, factories and workshops. The plans adopted will develop 120,000 horse-power.

The water falls upon turbine wheels, and the power developed thereby is brought to the surface, from which point it will be delivered to the mills or factories at that point, or transmitted by cable, pneumatic tube or electricity to adjacent lands, as the customer may desire.

There have also been purchased over 1000 acres of land adjacent to that already described which will be used for mill sites, and more particularly for homes for operatives, and will be offered at very reasonable rates, enabling the manufacturer to supply his employees with good and healthful homes for a very moderate sum.



WHIRLPOOL AND RAPIDS, NIAGARA RIVER, NEW YORK CENTRAL.

From Niagara Falls to Lewiston, a distance of seven miles, the tracks of the New York Central run along the brink of the precipice overlooking the grand gorge of the Niagara River. Observation cars, specially built to afford the best possible view of the magnificent scenery of the gorge, run back and forth at short intervals. Lewiston is a village of 600 inhabitants, near the mouth of the Niagara River, fourteen miles from Lake Ontario. It is the port from which the steamers of the Niagara Navigation Co. leave for Toronto. These steamers make four trips a day during the Summer season in connection with New York Central observation trains. A small steamer also runs from Lewiston to Youngstown and Niagara-on-the-Lake.

Game Laws of New York State.

THESE LAWS HAVE SPECIAL REFERENCE TO HUNTING
AND FISHING IN THE ADIRONDACK MOUNTAINS. . . .

WHEN AND HOW DEER MAY BE KILLED AND TRANSPORTED.

DEER may be killed, except by dogs, from August 15th to November 1st. Deer may be hounded from September 10th to October 11th. Hounds or other dogs used for hunting deer will not be allowed to run at large in the forests during the close season, and if found in pursuit of a deer within that period, they may be legally killed by any person. No person shall kill or take alive more than two deer in the open season. Only one carcass, or a part thereof, may be transported from the section where killed, and that must be accompanied by the owner. If it is after the legal season, and as late as November 16th, it must be proved by the possessor or seller that such deer was killed within the lawful period. This, however, has no application to the head and feet, or skin of the animal, detached from the body. Crusting and yarding of deer are prohibited. Fawns shall not be killed at any time.

Penalty for violating any of the above laws—misdemeanor and \$100 fine. For using traps and other devices the fine is \$10.

SMALL GAME.

BLACK AND GRAY SQUIRRELS AND HARES (Wild Rabbits), may be killed and possessed between September 1st and January 1st. Fine for violation, \$25.

RABBITS, between August 15th and March 15th. Fine \$25.

BIRDS.

WEB-FOOTED WILD FOWL (Ducks, etc.), may be killed between September 1st and March 1st.

SNIFE, PLOVER, RAIL, etc., from September 1st to January 1st.

WOODCOCK, GROUSE AND PARTRIDGE, from August 15th to January 1st. No net, trap or snare shall be used. Fine \$10.

WHEN TROUT MAY BE CAUGHT AND TRANSPORTED.

BROOK OR SPECKLED TROUT, BROWN TROUT AND CALIFORNIA TROUT may be caught or killed between April 15th and September 1st. Fine for violation, \$25.

LAKE OR SALMON TROUT, AND LAND-LOCKED SALMON, from May 1st to October 1st. Fine for violation, \$10.

No kind of trout shall be disturbed while spawning, and those less than six inches long must be put back into the water. Fine for violation, \$10.

No trout shall be taken out of the region except in the lawful season, and then must be accompanied by the owner. None shall be taken for the purpose of stocking a private lake, pond or stream. Nets, seines, weirs, traps, fykes, and dynamite or other explosives are prohibited. No fish, fry or spawn, except those named above, and Adirondack FROST FISH, shall be placed in the Adirondack waters.

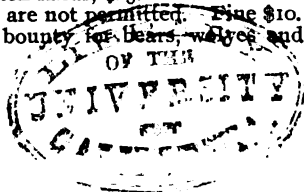
Penalty—imprisonment in the Penitentiary and fine of \$500.

Do not include the last date named in the legal season.

ADDITIONAL RESTRICTIONS.

For removing or defacing any notice posted by the owner of lands, the fine is \$25. For poaching or trespassing on such lands, \$25.

Shooting, hunting and fishing on Sunday are not permitted. Fine \$10. The old law remains in force, offering a bounty for bears, wolves and panthers.



SOME OF THE GREAT

Health and Pleasure Resorts of America

A BRIEF DESCRIPTION OF EACH, AND HOW TO REACH THEM.

ARRANGED IN ALPHABETICAL ORDER.

THE ADIRONDACK MOUNTAINS,

"THE NATION'S PLEASURE GROUND AND SANITARIUM."

"The sweet green valleys ridged with heathery slopes
 The streams whose soft blue arms encircle all,
 And far away the northern mountain tops,
 Hued like the azure of the dewberry,
 And mingling with the regions of the rain."

—Robert Buchanan.



AN EMINENT travel writer in the *New York Sun* says:
 "There are two kinds of people in this world—those who know what the delights of an outing in the Adirondacks are, and those who do not; and those who do, feel very sorry for those who do not."

The section generally known as the "Adirondacks" covers an area of 3,588,803 acres, which consists of 1,575,483 acres primeval forest; 1,027,955 acres lumbered forest, and the balance of improved land, water, waste, burned and denuded lands. Of this the State owns 731,459 acres. It has a general elevation of about 2000 feet above the level of the sea, and is traversed by five distinct mountain ranges, with well defined intervening valleys. Over 1300 (thirteen hundred and fifty is said to be the actual number) lakes and mountain ponds are scattered throughout its area, while from its central water-shed twenty rivers diverge in every direction, and smaller streams famous for their trout are here without number. In this region there are many large mountains, among which are Tahawus (or Marcy) 5344 feet above tide, McIntyre 5112 feet, Haystack 4918 feet, Whiteface 4871 feet. Many and valuable mineral deposits have been discovered. Considerable iron ore is being mined.

Garnet mines and graphite beds sustain other industries, and in some places there are traces of precious metals, in fact, at one point gold mining has been in successful operation for some time.

This famous and interesting territory is bounded on the south by the Mohawk Valley, through which runs the New York Central & Hudson River Railroad; on the east by Lakes George and Champlain, and the Delaware & Hudson Canal Company's Railroad; on the north by the St. Lawrence River; on the west by the Black River and the Rome, Watertown & Ogdensburg Railroad, and is traversed from southwest to northeast by the Adirondack Division of the New York Central.

The scenery in the Adirondack region is wonderfully varied. In the valleys between the mountains lie many beautiful lakes and ponds, some 1300 in number. The general level of these lakes is about 1500 feet above the sea, but Avalanche Lake, the highest of them, has nearly twice that elevation. Some of them are twenty miles in length, while others cover only a few acres. The largest of these lakes are Raquette Lake, Cranberry Lake, Long Lake, Blue Mountain Lake, the Saranacs, Tupper, the Fulton Lakes, and Lakes Placid, Loon, Colden, Henderson, Sanford, Eckford, Forked, Newcomb and Pleasant.

PATHWAYS INTO THE ADIRONDACKS.

ADIRONDACK DIVISION OF THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

The Adirondack Division of the New York Central has become firmly established as the fashionable and comfortable route to the Adirondacks, and to Ottawa, Montreal and Quebec.

Connecting with the Main Line at Utica, it passes directly through or furnishes easy means of access to nearly every resort or camping-place of consequence in the Adirondack Mountains, and at the same time affords direct communication between the summer resorts of central New York, the Adirondacks, St. Lawrence River and the Provinces of Quebec and Nova Scotia, the White Mountains and the seaside resorts of the Atlantic coast.

Fulton Chain Station, fifty-one miles from Utica, is the gateway to the Fulton Chain of Lakes, eight in number—veritable gems in the wild-wood.

THE FULTON CHAIN. The route is by stage to Old Forge on First Lake (two miles), and steamer runs to the head of Fourth Lake.

Several new hotels have recently been erected along the Fulton Chain, and comfortable accommodations can always be secured at almost any of a dozen camps and cottages.

For Raquette Lake, leave the steamer at the head of Fourth Lake and proceed in small boats to the head of Fifth Lake, where a short carry is made; boat is again launched at the foot of **RAQUETTE LAKE.**

Sixth Lake and used to the head of Seventh, where there is another carry of less than a mile to Eighth Lake; boat to the head of



CEDAR ISLAND CAMP, HEAD OF FOURTH LAKE, FULTON CHAIN, REACHED BY ADIRONDACK DIVISION OF NEW YORK CENTRAL.

Eighth; another carry to Brown's Tract Inlet, and thence by boat to Raquette, a total distance from Old Forge of about twenty-five miles. Just enough variety in the way of change from the boat to the foot-path to relieve the trip entirely of monotony.

A small steamer plies on Raquette Lake and through Marion River, connecting at Bassett's Carry with another small steamer running through Utowana and Eagle Lakes to Blue Mountain Lake—one of

the most attractive in the Adirondacks. From Raquette Lake it is easy to reach Forked Lake and Long Lake, the trip being made in small boats.

Twenty-nine miles north of Fulton Chain Station is Ne-ha-sa-ne Park, a pretty little station erected in the midst of the magnificent preserve of Dr. William Seward Webb, President of the Wagner Palace Car Company. This is a private station maintained for the personal use of Dr. Webb.

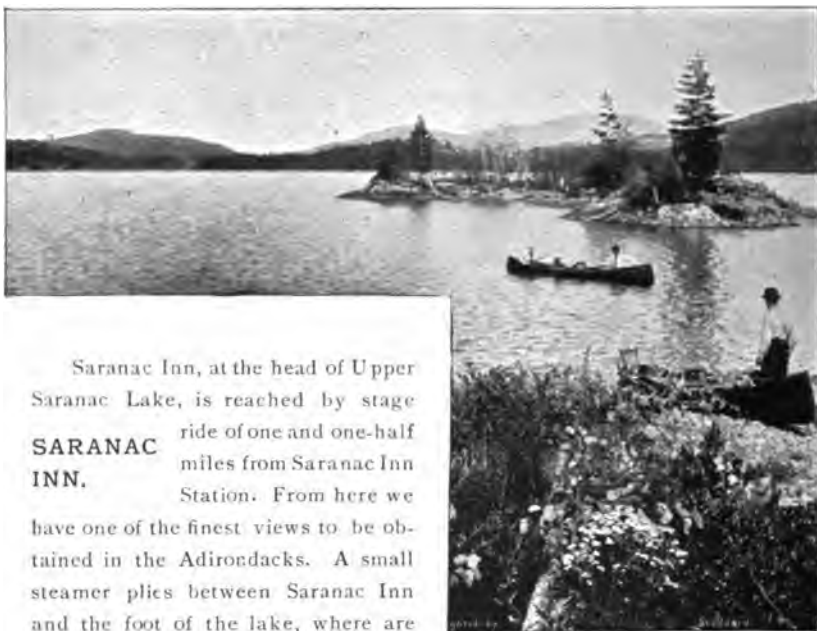
Childwold Park, one of the most charming resorts in the Adirondacks, is reached by way of Childwold Station, the Hotel Childwold and Cottages being located on the eastern shore of Lake Massawepie, a tally-ho drive of five miles from the railroad by a good road.



MASSAWEPIC LAKE, FROM HOTEL CHILDWOLD, REACHED BY ADIRONDACK DIVISION.

Tupper Lake Junction is the station for Tupper Lake Village ; one mile by stage. Good fishing is had in both Big and Little Tupper Lakes ; also good hotel accommodations.

TUPPER LAKE JUNCTION.

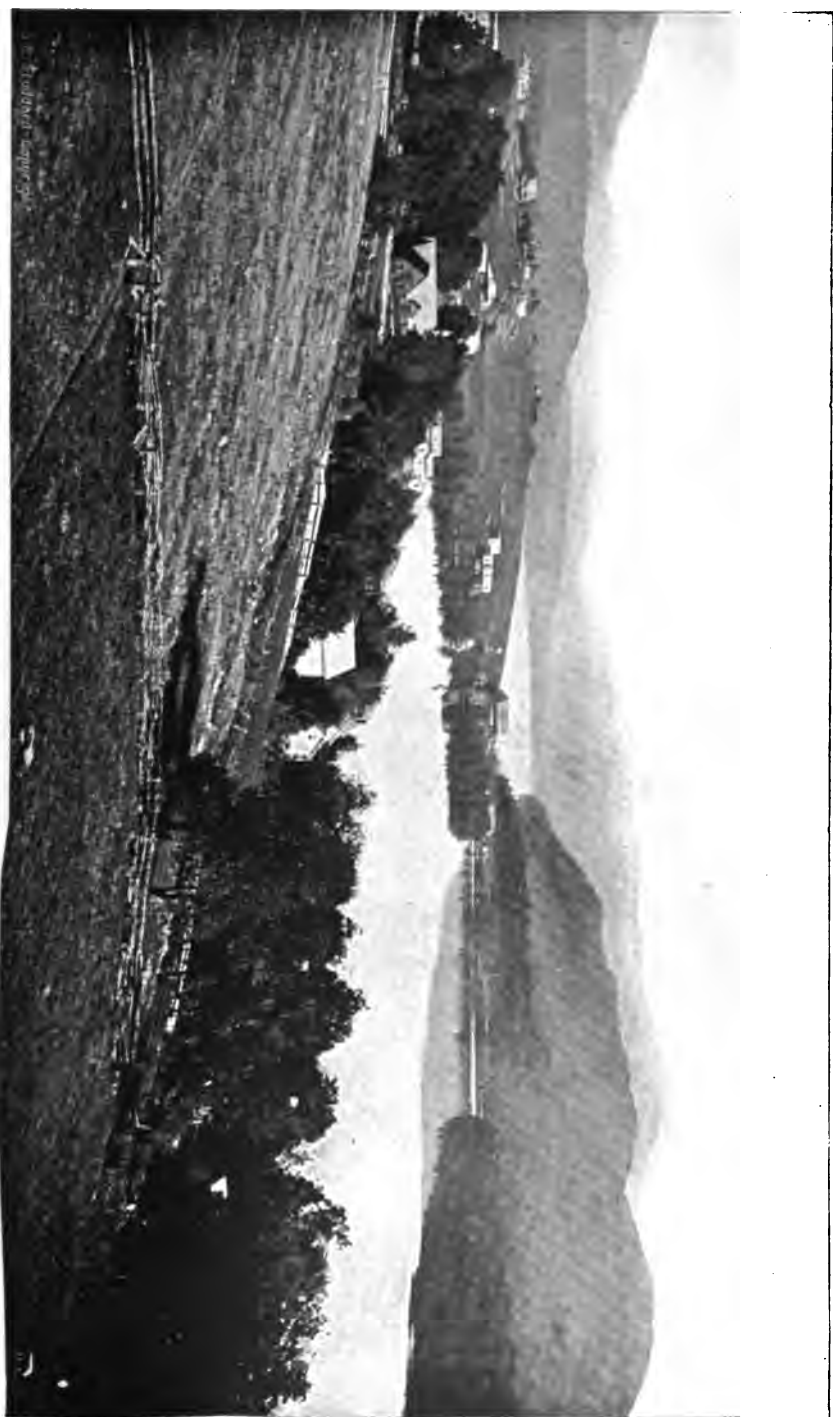


Saranac Inn, at the head of Upper Saranac Lake, is reached by stage ride of one and one-half miles from Saranac Inn Station. From here we have one of the finest views to be obtained in the Adirondacks. A small steamer plies between Saranac Inn and the foot of the lake, where are located Hotel Wawbeek, Rustic Lodge and Saranac Club.

SARANAC LAKE, FROM THE ISLANDS.

The village of Saranac Lake is located on the Saranac Branch of the railroad which leaves the main line at Lake Clear. This is the largest village within the limits of the Adirondack region ; is most charmingly situated and has a population of 1200. The famous Ampersand, the Algonquin and the Berkley, as well as a number of other excellent smaller hotels, are located here.

Nine miles east from Saranac Lake, by the Saranac & Lake Placid Railroad, is the noted Lake Placid and the beautiful Mirror Lake. Lake Placid is nearly five miles long, about two miles wide, and contains three large and beautiful islands. A number of fine hotels are located here, and their large patronage testifies to their popularity. One of the attractions of this place is its nearness to White Face Mountain, which is one of the highest and most commanding of all the Adirondack peaks.



MIRROR LAKE AND LAKE PLACID, REACHED BY ADIRONDACK DIVISION OF NEW YORK CENTRAL.

From Paul Smith's Station, 130 miles north of Utica, there is an excellent carriage road to that old and well-known resort, "Paul Smith's Hotel," about three and one-half miles distant, located on Lower St. Regis Lake. Here are also a number of very costly Summer camps owned by wealthy visitors to this section.

Meacham Lake, twelve miles north of Paul Smith's Hotel, and fifteen miles from Paul Smith's Station, is another beautiful lake, at the head of which is located Fuller's Meacham Lake House.

Four miles east of Paul Smith's Station is the village of Bloomingdale, having a population of about 600. There are excellent hotels and boarding houses here. It is also the home of Mr. S. W. Barnard, a noted Adirondack guide, who is probably better posted in regard to resorts, boarding houses, etc., in Franklin and Essex Counties, than any one else in the mountains. He will furnish information free of charge on application.



DRIVE FROM SARANAC LAKE TO THE AMPERSAND, REACHED BY ADIRONDACK DIVISION.

Another delightful resort, eight miles north of Paul Smith's is Lake Kushaqua, called by the Algonquins "Beautiful Resting-Place." In its immediate vicinity are numerous trout streams, and deer and other game are very plentiful. This is the site of "Kushaqua Lodge," from whose broad verandas the views are exceedingly picturesque. Beautiful camping sites abound on the shores of the



KUSHAQUA LODGE ON BEAUTIFUL LAKE KUSHAQUA.

lake, while board can be obtained at the Lodge. Lake Kushaqua forms part of the water route between Loon Lake and Paul Smith's.

From here north the railroad runs along the eastern side of Loon Lake Mountain to Loon Lake Station. The Loon Lake House is reached by stage ride of about three miles. Connection is made at Loon Lake Station with the Chateaugay Railway for Lyon Mountain and Chateaugay and Chazy Lakes; also for Plattsburg, Bluff Point and Lake Champlain. There are two Chateaugay Lakes, the upper and lower; the former is about four miles long, one mile wide, the latter somewhat smaller. They are both very picturesque, and the several well-managed hotels make this a popular resort.



UPPER CHATEAUGAY LAKE, REACHED BY ADIRONDACK DIVISION.

Mountain View is the station for Lake Duane, one of the most beautiful of Adirondack waters. Ladd's hotel is located here. A carriage road also extends from Mountain View Station to Lake Duane, where the Hotel Ayer is located.

Malone, the northern terminus of the Adirondack Division, is a prosperous village of about 6000. It has many advantages of location as a Summer and Winter resort. Connections are made at Malone with the Ogdensburg and Lake Champlain Division of the Central Vermont for Ogdensburg, Chateaugay, Ausable Chasm and all points in northern New England; also with the St. Lawrence & Adirondack Railroad for Montreal, Quebec and Ottawa, via the Canadian Pacific route.

THE CARTHAGE & ADIRONDACK BRANCH

OF THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

The Carthage & Adirondack branch, a portion of the Adirondack Division, furnishes an entrance to the northwest portion of the Adirondacks. It extends in an easterly direction from Carthage to Benson Mines, a distance of forty-three miles, and an extension of three and one-half miles from Benson Mines to Newton Falls on the Oswegatchie River is now being built. Star Lake and Cranberry Lake, both noted fishing waters, are reached by this line.

THE ADIRONDACK RAILWAY.

The Adirondack Railway, a standard gauge route which extends northward from Saratoga sixty miles to North Creek, reaches many points in the most picturesque and retired portions of the wilderness.

One of the most attractive resorts on this line is beautiful Luzerne, one mile from Hadley Station. The principal hotels are Rockwell's and the Wayside.

A tally-ho line of stages meets the north-bound trains over this road at Riverside, connecting that point with Pottersville at the foot of Schroon Lake, a distance of seven miles. A small steamer completes the journey to Schroon Lake Village at the further extreme of the lake, where several extensive hotels are located. Schroon Lake is a popular resort and is a beautiful body of water. It is about ten miles in length.



SCHROON LAKE, FROM LAKE VIEW POINT, REACHED BY THE NEW YORK CENTRAL.

Indian Lake is reached via this route by stage from North Creek to Indian Lake post-office and by boat or carriage thence to the lake. The lake proper is about four miles long by one in width, but with its overflow is about ten miles in length.

Blue Mountain Lake, which may be reached either by the Adirondack Division of the New York Central, as described herein, or by a tally-ho ride of thirty miles from North Creek, the terminus of the Adirondack Railway, is one of the most beautiful of the magnificent system of lakes and

streams for which this region is famous. It is oval in shape, with an extreme diameter of about three miles, and lies at an elevation of 1800 feet above the sea.

The Blue Mountain & Raquette Lake Steamboat Line performs double daily service during the Summer between the two lakes, passing through Eagle and Utowana Lakes, and down the pretty Marion River, the two boats of the line being connected by a "carry," which is a novel and acceptable diversion with excursionists who make the voyage.

Adirondack Village, Indian Pass and Mount Marcy are also reached by this route, besides Lake Sanford, Lake Colden, Lake Henderson and the sources of the Hudson.

Long Lake is about nine miles north of Blue Mountain Lake and is reached by stage over an excellent road. Long Lake Village is about two miles from the head of the lake and has several good hotels. Long Lake is about fourteen miles long and is formed by a widening of the Raquette River which flows through its entire length. It has several beautiful islands and is a well patronized resort.

DELAWARE & HUDSON RAILROAD.

No tourist who desires to see all the beauty spots of the Adirondacks can afford to omit the eastern part of this great region, reached by way of the Delaware & Hudson Railroad. Entering the mountains at Westport, a tally-ho line of stages runs to Elizabethtown, eight miles, a lovely village nestling in the well-named Pleasant Valley. Superb roads lead in four directions, toward the four passes through the mountains, while grand mountains rise on all sides, giving an Alpine look to the landscape. The streams and lakes in the vicinity furnish fine sport for the angler, and the forests unfailing attractions for the sportsman. Easy trails lead to Mount Hurricane and the Giant of the Valley. The view from the sharp peak of Hurricane Mountain is one of the most comprehensive to be had in the Adirondacks. The Windsor, at Elizabethtown, is one of the largest and finest hotels in the Adirondack Mountains, and is thoroughly first-class in every respect.

Keene Valley, but a few miles beyond, is a vision of loveliness, with its soft green meadows and graceful elms; beyond it range upon range of grand mountains form. For six miles up the valley lovers of Nature have dotted it with Summer homes, and good hotels and boarding houses are located in the most picturesque situations.

St. Hubert's Inn, three miles south of Keene Valley Village, has one of the grandest locations in the mountains. Situated on Keene Heights, it is

surrounded by the highest of the Adirondack peaks, and the mountain scenery to be enjoyed at this place is sublime in the extreme.

The Ausable Ponds are most conveniently visited from St. Hubert's Inn. Lower Ausable Pond is Swiss in its beauty, combining more points of loveliness than any other lake in the northern wilderness. "Old Mountain Phelps," a decided and remarkable backwoods character, makes his headquarters here, and his services as a guide are in great demand. From the southern portion of the lake a trail of a mile and a quarter leads to the Upper Ausable, considered by many people the gem of the Adirondacks

Ausable Chasm is reached via Port Kent on the Delaware & Hudson Railroad, where connection is made with the Keeseville, Ausable Chasm & Lake Champlain Railroad. This beautiful wonder of Nature's handiwork has been aptly called "the Yosemite in miniature." The chasm, which is almost two miles in length, is a narrow ravine or cañon, with sides of solid rock, the mountain precipices of which tower in some cases nearly 200 feet above its dark waters, the top being fringed with cedars, whose sombre shadows add to the mysterious and awe-inspiring grandeur.

The Ausable River flowing through the chasm on its way to Lake Champlain forms numerous cascades and waterfalls, which form one of the chief attractions of the place. The stream is navigable for small boats for about three-quarters of its way, and a trip between the rocks is one never to be forgotten.

THE CHATEAUGAY RAILROAD

The Chateaugay Railroad, a narrow gauge route, runs from Plattsburgh on the Delaware & Hudson Railroad, through some of the most famous hunting and fishing localities of the Adirondacks, to Chazy Lake, Lyon Mountain, Chateaugay Lake, Rainbow Lake, Bloomingdale and the Saranacs. Most of these points being also reached by the Adirondack Division of the New York Central, have already been described.

Parlor cars from Plattsburgh in connection with through sleeper from New York.

THE FONDA, JOHNSTOWN & GLOVERSVILLE RAILROAD.

The Fonda, Johnstown & Gloversville Railroad connects with the main line of the New York Central at Fonda, and extends north twenty-six miles to Northville, where stage connections are made for Wellstown, Sacandaga

Lake, Lake Pleasant, Batchellerville, Huntsville, Day, Luzerne and Benson, which are located in what is termed the southern gateway of the Adirondack Mountains. There is a more direct route to Hadley and Luzerne, by way of Troy and the Delaware & Hudson Railroad, but persons who delight in the experience of coaching through the mountains will take the route via Northville in preference.

The principal resort of those mentioned above is Sacandaga Lake, on the shore of which is located the Sacandaga Lake Hotel, which has long been a favorite resort of sportsmen and their families.

The stage route from Northville leads over a splendid road, built by the State in 1812 as a military road, which follows the course of the beautiful Sacandaga River for sixteen miles to Wellstown, thence along Stony Brook for three miles to Charlie Lake, thence to Mud Lake and over Guide Board Mountain, from the summit of which is obtained a grand view of the great Speculator Mountain. From Guide Board Mountain the route descends gradually to Lake Pleasant. This drive, with its magnificent views, affords one of the most charming Summer excursions imaginable.

ALBURGH SPRINGS, VT.

These renowned Springs are on a peninsula, between Missisquoi Bay and Lake Champlain, near the outlet of the latter, and are famous for their medicinal properties. There is a large hotel at the place, also pleasant drives, good fishing, and charming lake scenery in all directions. Extensive accommodations are provided for hot and cold mineral baths.

For excursion routes and rates see index.

BALLSTON, N. Y.

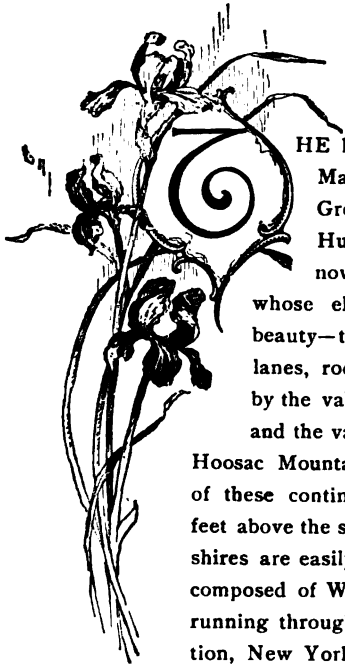
Is the seat of Saratoga County, and possesses a population of about 4000. Its mineral springs, of which there are several, are similar to those of Saratoga. It attracts many visitors each season, who prefer its quiet life to the excitement of the more frequented resort.

For excursion routes and rates see index.

BENNINGTON, VT.

Situated in a picturesque mountain valley, 800 feet above the sea, is one of the prettiest towns in the State. It is handsomely built, and has a resident population of 8000. Pleasant drives and walks, grand views and good fishing in neighboring streams commend this as a particularly delightful vacation resort.

For excursion routes and rates see index.



BERKSHIRE HILLS.

THE hills and mountains of Berkshire County, in western Massachusetts, are the connecting links between the Green Mountains of Vermont and the Highlands of the Hudson. They are now gently sloping in their lines, now wild and broken, sheltering well-watered valleys whose elm-shaded towns and villages are famous for their beauty—the region of lakes, mountains, torrents, glens, lovers' lanes, rocks and echoes. The Berkshire Hills are intersected by the valley of the Housatonic, whose waters flow southward, and the valley of the Hoosac, whose waters flow northward, the Hoosac Mountains lying on the east and the Taconics on the west of these continuous hills. The valley towns are from 500 to 1200 feet above the sea, and the hill towns from 1200 to 1800. The Berkshires are easily reached by two fast morning and afternoon trains, composed of Wagner drawing-room cars and first-class day coaches, running through solid, without change, between Grand Central Station, New York, and Pittsfield and North Adams, over the Harlem Division of the New York Central, in connection with the Boston & Albany Railroad at Chatham.

A ride of nineteen miles from Chatham, over the Lebanon Springs Railroad, brings one to Lebanon Springs, famed for the medicinal springs which

LEBANON SPRINGS.

give the village its name, its beautiful valley and pure mountain air. The drives in the neighborhood of the springs are unsurpassed by any watering-place in the world, whether it be along the beautiful valley roads leading to Nassau, to Queechy Lake and to Williamstown, Mass., Lenox or Stockbridge, or surmounting the hills and mountains which encompass the place in almost every direction, where new beauties open

LENOX.

to the view with every mile. Conspicuous among the numerous places for the entertainment of guests is Columbia Hall, a large hotel situated on the slope and overlooking the valley and village. This hotel has lately been thoroughly overhauled and refurnished, and now takes its place among the first-class Summer resort houses.

Pittsfield, twenty-six miles from Chatham, on the line of the Boston & Albany Railroad, is a flourishing town of 16,000 inhabitants and the capital of the delightful Berkshire region. It is a favorite resort of

PITTSFIELD.

a large number of New York families during the Summer and Autumn months. The village is charmingly situated at a high elevation,

with the Taconics on the west and the Hoosacs on the east, and contains many large hotels and elegant private dwellings.

North Adams, twenty miles north from Pittsfield, is a rich manufacturing village, and is the metropolis of northern Berkshire. The entrance to the famous Hoosac Tunnel, one of the most wonderful feats of modern engineering skill, is two miles south of the village. The great Natural Bridge, Profile Rock and the "Cascade" are among the objects of interest in the vicinity. Many grand views are obtained from the hills which surround North Adams on all sides. The Berkshire Hills have long been famous as a health and pleasure resort.

For excursion routes and rates see index.

BLUFF POINT, N. Y.

Bluff Point, three miles south of Plattsburgh, is one of the most commanding promontories on the western shore of Lake Champlain, and overlooks a landscape of almost unrivalled beauty, embracing in its extent nearly a thousand square miles of mountain, lake and valley. It is the site of the magnificent new Hotel Champlain.

Adjoining the extensive grounds of the hotel the authorities of the Catholic Summer School of America have purchased several hundred acres of land along the lakeside, for the permanent location of this institution, which is international in scope, and which will be to Catholics what Chautauqua is to Protestants.

For excursion routes and rates see index.

BURLINGTON, VT.

Is delightfully situated on a hill 367 feet in height, which rises from the shores of Lake Champlain and commands an extensive view of water and landscape. The city is regularly laid out and contains many handsome churches and residences. The large and imposing Van Ness and American Houses on the southwest corner of the great public square in the center of the city, are reputed to be the most convenient and thoroughly appointed hotels in Vermont. Burlington was once the home of the gallant Revolutionary patriot, Colonel Ethan Allen, and his body now lies in the Green Mountain Cemetery, near the city, marked by a granite monument erected to his memory by the State of Vermont.

The charming country adjacent to the city furnishes many romantic drives and walks. One may also take the steamers across Lake Champlain to Port Kent (Ausable Chasm), Plattsburgh and the Adirondacks. Burlington is reached by the New York Central & Hudson River Railroad in connection with the Delaware & Hudson and Central Vermont routes.

For excursion routes and rates see index.

CAMP WATSON, VT.

This is one of the most delightful places on Lake Champlain, and is a favorite resort for hunting and fishing parties. It is near Milton Station, on the Central Vermont Railroad.

For excursion routes and rates see index.

CANANDAIGUA LAKE, N. Y.

Lies in the western part of New York State, amidst extensive vineyards. It is surrounded on all sides by hills with bold and striking outlines, and its waters teem with lake trout, black bass and pickerel. The principal resorts on the lake are Canandaigua, Seneca Point and Woodville, where excellent accommodations are obtainable at reasonable rates.

For excursion routes and rates see index.

CASSADAGA LAKE, N. Y.

This is a beautiful little lake in the western part of the State, on the line of the Dunkirk, Allegheny Valley & Pittsburgh Railroad, and the leading resort for Spiritualists. Excellent accommodations are afforded at a number of private boarding houses. Fishing and boating are among the chief attractions.

For excursion routes and rates see index.



NIOBE FALLS, CATSKILL MOUNTAINS, REACHED BY THE NEW YORK CENTRAL.

CATSKILL MOUNTAINS, N. Y.

"And lo! the Catskills print the distant sky,
And o'er their airy tops the faint clouds driven,
So softly blending that the cheated eye
Forgets, or which is earth, or which is heaven."



THE beauties and charms of the Catskills, either as a popular summer resort, or as an object of interest to the summer tourist, are no longer in need of rehearsal. For half a century or more its praises have been sung in every land by thousands of delighted visitors.

The fast special trains on the New York Central, Ulster & Delaware, Catskill Mountain and Otis Elevating Railways, have shortened the intervening miles between the great metropolis and the mountains, if distance can be measured by time. The stages of former days have been discarded long since. That which once was a long journey of fatigue and discomfort is now a short ride of notable interest and pleasure. Breakfast in town, luncheon in the mountains, or luncheon at home and dinner at your hotel on the mountain top. This is now the order. Two and a half hours from New York to Rhinecliff, or Catskill, in fast drawing-room car trains of the New York Central; another short ride on the Ulster & Delaware, or Catskill Mountain and Otis Elevating Railway, the time depending upon the destination, and the trip is over.

The region of which the Hotel Kaaterskill and Catskill Mountain House are the center, is one of the loveliest in the mountains, and is becoming more and more popular every year. By the construction of the Otis Elevating Road, and its connections with the Catskill Mountain Railroad and the fast Catskill and Kaaterskill express trains on the New York Central Railroad, the distance has been greatly reduced, and the time of reaching the hotels on the summit from Grand Central Station has been lessened to four hours. The fare also for the journey has been materially reduced. There have grown up on the summit of the Catskill Mountains many beautiful cottage settlements, among others being the Onteora Park, the Twilight Park, the Elka Park and the Santa Cruz Park. The Otis Elevating Road connects on the edge of the summit with the new Catskill and Tannersville Road, so that passengers will now be taken via the Catskill and Kaaterskill express on the New York Central Railroad to all these points and to Tannersville, in from one to two hours less than formerly.



OTIS ELEVATING RAILWAY, IN THE CATSKILL MOUNTAINS, REACHED BY THE NEW YORK CENTRAL.



FAWN'S LEAP, IN THE CATSKILL MOUNTAINS, REACHED BY THE NEW YORK CENTRAL.

CAYUGA LAKE, N. Y.

About thirty-eight miles long and from one to three and one-half miles wide, is one of the most picturesque bodies of water in the State, and affords the visitor every variety of sport in the way of fishing, rowing, sailing and bathing. The steamers of the Cayuga Lake Transportation Company connect with trains at both ends of the lake. A division of the Lehigh Valley Railroad extends along the eastern margin. The Cayuga Lake House at Sheldrake, upon the western shore, is a resort of prominence, and is very much liked by scores of patrons from New York, Philadelphia and other large cities. The house is comparatively new, and conforms to the best modern standards in style of architecture and sanitary features. It stands upon a high bluff overlooking the lake, and commands from every room a magnificent prospect. Hydraulic elevators, electric lights and bells, broad piazzas, and various facilities for both indoor and outdoor amusement, add to the unusual natural attractions of this gem of the lake region of western New York.

The New York Central will run this season through drawing-room cars on its fast morning trains from New York to Cayuga, where by special



CAYUGA LAKE HOUSE, REACHED BY THE NEW YORK CENTRAL.

arrangement direct connections will be made with the boat for Sheldrake, arriving at the hotel in the early afternoon.

CAZENOVIA LAKE.

Cazenovia, situated on the lake of that name, is fifteen miles from Canastota and twenty from Syracuse. On all sides are evidences of Nature's

prodigality. Vale and hill-ock blend together, forming a most charming landscape,



while the general healthfulness and salubrity of the place offer a great attraction to the

CAZENOVIA LAKE—AUBURN ROAD, NEW YORK CENTRAL.



UPPER KAATERSKILL FALLS, CATSKILL MOUNTAINS, REACHED BY THE NEW YORK CENTRAL.

Summer tourist. The right or east bank of the lake is almost entirely taken up by elegant cottages surrounded by magnificent grounds. Water-Lake-View, at the head of the lake, has a delightful hotel, from which steamers run at intervals to the village. The west bank of the lake, still preserved in its natural beauty, is given up to picnic groves.

For excursion routes and rates see index.

CHAUTAUQUA LAKE, N. Y.

The name of Chautauqua has been carried to every quarter of the globe by the wonderful spread of that popular educational movement which began in 1874 on the shore of this lake, and has now a permanent center in the famous Summer town of Chautauqua.

The town is built upon heavily wooded natural terraces, which slope gently to the shore of Chautauqua Lake. The air is cool and invigorating. Hot, oppressive nights are almost unknown. The streets and avenues of this city wind gracefully in and out among the trees, or stretch, like leafy tunnels, through the forest. More than 500 wooden villas and chalets are scattered in orderly arrangement through the groves, about the parks, and by the lakeside. A score or more public buildings, assembly halls, lecture rooms, club houses, a museum, and gymnasium, are conveniently grouped in various parts of the city.

Chautauqua is an academic grove frequented by hundreds of earnest students, and thousands of others who are attracted by the elevating, stimulating life. Hither come men and women famous in all departments of life, to lecture and teach. Here are heard skilled musicians and dramatic readers. Every evening the great amphitheatre is filled with five or six thousand citizens attracted by some form of entertainment which affords recreation after the lectures or studies of the day. Frequently there are fireworks, illuminations, and band concerts on the lake. Tennis, baseball, rowing, sailing, bathing, fishing, divide the attention of those who court out-door exercise.

The Hotel Athenæum and many cottage hotels provide ample accommodations for guests at moderate cost. Programmes of lectures and catalogues of study may be obtained by applying to the secretary of the Chautauqua Assembly at Chautauqua, N. Y.

Point Chautauqua, Lakewood and Jamestown are other points on Chautauqua Lake which possess excellent hotels, and are frequented each Summer by large numbers of tourists.

The direct route to Chautauqua is over the New York Central to Buffalo, where connection is made in Union Station with the Western New York and Pennsylvania Railroad for Mayville, at the upper end of the lake. Passengers

taking the Empire State Express of the New York Central, leaving Grand Central Station, New York, at 8.30 A.M., reach Buffalo at 5.10 P.M. and Mayville in time for dinner.

For excursion routes and rates see index.

CHITTENANGO FALLS.

Six miles from Canastota the waters of Canaseraga Creek tumble 100 feet to the bottom of a rock-ribbed gorge. The road makes so sharp a detour around the head of this deep and precipitous gorge that it has been likened to a horseshoe, Perryville Station being midway between the ends of the shoe, and within a stone's throw of the head of the gorge. A little beyond this point the summit is reached, and a most commanding view is presented of the magnificently-diversified Chittenango Valley beneath, stretching northward twenty-five miles, and latterly as wide, with the whole of Oneida Lake, twelve miles distant, distinctly visible under the sky line of the picture.

For excursion routes and rates see index.

CHITTENANGO SPRINGS, N. Y.

These springs are located one mile south of the village of Chittenango, in Madison County, N. Y., a station on the New York Central & Hudson River Railroad, 275 miles from New York and 165 miles from Buffalo. Stages run to the springs in connection with all trains. There are both sulphur and iron springs, which are recommended by physicians to all sufferers from diseases of the skin, liver and stomach. The hotel accommodations are excellent and the means of enjoyment many and varied. Fine fishing is to be found in Oneida and Cazenovia Lakes, within a few miles of the springs.

For excursion routes and rates see index.

CLARENDON SPRINGS, VT.

Six miles distant from Castleton, a station on the Delaware & Hudson Railroad, is a highly popular resort which contains a commodious hotel and several first-class boarding houses.

For excursion routes and rates see index.

COLUMBIA SPRINGS, N. Y.

This is a quiet, rural resort in the Claverack Valley, five miles distant from Hudson. A pleasant lake in the immediate vicinity affords excellent fishing, boating and bathing facilities. The Spring House and several well appointed boarding houses offer superior accommodations to visitors.

For excursion routes and rates see index.

COOPERSTOWN, N. Y.

This quiet and storied village, the center of the romantic region made famous through the writings of its gifted resident of by-gone years, J. Fenimore Cooper, is located at the southern extreme of Otsego Lake. It is surrounded by lofty hills and contains many handsome homes and several good hotels. The drives around the lake, or anywhere off in the hills, are unsurpassed, both as to well kept roads and the sublime scenery leading to, or along the way to, points of interest. Beautiful Cooperstown offers its patrons the triple and complete attractions of a beautiful lake, mountain elevation, air and scenery, together with the advantages of good stores, and all the facilities of meeting every wish or want right at hand. Cooperstown is reached from Albany via the Delaware & Hudson Railroad, and from Utica, via Richfield Springs, by a pleasant tally-ho coach ride and a steamer voyage down the lake.

For excursion routes and rates see index.

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CRANSTON'S-ON-HUDSON

Is situated on the west shore of the river, a mile below West Point, and nearly opposite the village of Garrison, with which it is connected by ferry. Cranstons' noted hostelry, with its broad piazzas and dainty Summer houses, is perched high on a commanding cliff, from which point is unfolded a charming prospect of water and landscape.

For excursion routes and rates see index.

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ELMIRA, N. Y.

Elmira is a flourishing city of nearly 30,000 inhabitants, and is a great manufacturing center. On a hill east of the city is the noted Elmira Water Cure. The Elmira Female College, the State Reformatory and the Southern Tier Orphans' Home are also located here.

For excursion routes and rates see index.

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FORT EDWARD, N. Y.

The beautiful and enterprising town called Fort Edward, in honor of the Duke of York, brother of King George III., of England, retains few reminders of the stirring scenes enacted on its site in early Colonial and Revolutionary times. It is now one of the favorite Summer resorts of northern New York.

For excursion routes and rates see index.

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GLENS FALLS, N. Y.

This charming village takes its name from the picturesque falls of the Hudson, which tumble over a rocky precipice sixty-three feet high and 900

feet long, and is a much frequented Summer resort. The island below the falls is associated with some of the most thrilling incidents of Cooper's "Last of the Mohicans."

For excursion routes and rates see index.

HALIFAX, N. S.

Halifax, the capital of Nova Scotia, is situated about the middle of the southeast coast of the Province, on the west side of Chebucto Bay, or Halifax Harbor. The city is built upon a steep hill rising nearly 300 feet above the level of the harbor, and has a population of about 40,000. The principal hotels are the International, Queen, Halifax and the Waverly House.

For excursion routes and rates see index.

HOWE'S CAVE, N. Y.

This remarkable cave is situated on the line of the Delaware & Hudson Railroad, forty miles from Albany, and is a great national curiosity. The entrance to the cave is but a few rods from the station, and is reached by a short walk through the handsomely laid out grounds belonging to the Pavilion Hotel. Cataract Hall, the Haunted Castle, Stygian Cave, and the Devil's Gateway are some of the main features of the cavern.

For excursion routes and rates see index.

HIGHGATE SPRINGS, VT.

The excellent hotels and boarding houses in the vicinity of the Springs and of Missisquoi Bay, here about two miles wide, make this a very pleasant vacation resort, and many city visitors make it their home each season. Pickerel, black bass and muskallonge abound, and in the late Summer the bay swarms with duck and other water fowl. Good boats and experienced boatmen are to be had at all times.

For excursion routes and rates see index.

ITHACA, N. Y.

Ithaca, appropriately named from its resemblance to that rock-bound town of ancient Greece, the home of Ulysses the Sage, is a thriving and handsome village situated in the broad plain at the head of lovely Cayuga Lake. It is celebrated as the seat of Cornell University, and is surrounded by some of the most picturesque scenery in the State.

Within a radius of ten miles about Ithaca are found 150 waterfalls in dark gorges and beautiful glens, all of them easily accessible, and each possessing

some peculiar feature of interest in connection with its surroundings, while many of them have special characteristics, which, independent of the rest, attract visitors and captivate them by the beauty and grandeur of their scenery.



CAYUGA LAKE, REACHED BY THE NEW YORK CENTRAL.

Of the last mentioned the most noted are found in Ithaca Gorge, in which the water falls 400 feet in one mile over seven distinct falls.

Starting from the foot of the gorge, a short but rapid rise leads to The Rest, a broad terrace, which commands a delightful view of the town and valley on one side and of the beautiful and grand Ithaca Fall on the other.

Forest Fall, the beautiful V-shaped Foaming Fall, some forty feet high ; Rocky Fall, sixty feet high, and many other grand natural wonders are scattered throughout this remarkable region.

For excursion routes and rates see index.

KINGSTON, ONT.

Kingston, aptly called the "Limestone City," is situated at the foot of Lake Ontario, directly opposite Cape Vincent, N. Y., the terminus of one branch of the Rome, Watertown & Ogdensburg Railroad, with which place it is connected by ferry. It is a thriving city of 15,000 inhabitants, and, after Quebec and Halifax, has the strongest fort in the Dominion. The Thousand Island Steamboat Company's Steamers make two round trips daily, except Sundays, during the Summer season, between Clayton and Kingston, and Alexandria Bay and Kingston, calling at all the principal resorts in the Thousand Islands. No one can be said to have seen the Thousand Islands to advantage until he has taken a trip from Alexandria Bay to Kingston on one of these steamers. A stop of three hours is made at this historical spot which, with its antique forts, public buildings, Government graving dock, penitentiary, insane asylum, St. Mary's Cathedral, Queen's College, numerous handsome churches, parks and ancient buildings, make this city a center of attraction for tourists. All points of interest are quickly and conveniently reached by the belt line of the street railroad, which completely encircles the city. The Richelieu & Ontario Navigation Company's Steamers also leave Kingston daily for Montreal, passing all the noted Thousand Island resorts, and through the rapids of the St. Lawrence River. The Grand Trunk Railway also passes through Kingston.

For excursion routes and rates see index.

LAKE CHAMPLAIN.

Lake Champlain is a picturesque sheet of water lying between the States of New York and Vermont, and extends for a short distance into Canada. It is about 130 miles in length and varies in breadth from half a mile to fifteen miles. This lake, filling a valley enclosed by lofty mountains, is celebrated for its magnificent scenery, embracing the Green Mountains of Vermont on the east and the Adirondack Mountains of New York on the west. Its waters in some places are 300 feet deep and abound with many varieties of fish.

Not only are the shores of Lake Champlain attractive in themselves, but they contain many places of celebrity and historic interest. At the confluence of the outlet of Lake George with Lake Champlain, the ruins of old Fort Ticonderoga loom up on the summit of a high rocky bluff. The remains of the fortress of Crown Point are still visible. The localities where Burgoyne held his council with the Indian tribes, and where Arnold and Carlton fought, are pointed out to the tourist. The naval battle in which Commodore McDonough gained his signal victory over General Macomb and the British flotilla was fought off Plattsburgh, and many other points of nearly equal

interest are within easy reach. Vermont's most beautiful city, Burlington, is located upon the eastern shore of the lake. The Adirondacks, Ausable Chasm, and other famous points full of interest to tourists, are reached with facility from Plattsburgh and Port Kent on the western shore.



BEACH OF THE SINGING SANDS, BLUFF POINT, LAKE CHAMPLAIN.

This popular Summer resort region is accessible by the New York Central & Hudson River Railroad in connection with the Delaware & Hudson Railroad or Central Vermont Line.

LAKE DUNMORE, VT.

Nestling at the foot of the loftiest range of the Green Mountains, and bounded on all sides by verdure-clad hills and rocky bluffs, this picturesque mountain lake attracts annually thousands of visitors. It is about four miles long, and from one to one and a half miles wide, and its clear and limpid waters teem with muskallonge and trout. Two large Summer hotels and outlying cottages furnish all conveniences. The nearest railroad station is Brandon, on the Central Vermont Railroad.

For excursion routes and rates see index.

LAKE GEORGE, N. Y.

This matchless lake is situated in Warren and Washington Counties, N. Y., 210 miles from New York City, and seventy miles from Albany. It is 346 feet above sea-level, is thirty-five miles long from northeast to southwest, and from

three-quarters of a mile to four miles wide. It is the most famous and frequented of American lakes, and is renowned not only for the natural grandeur of its scenery, but also for the historic and legendary associations with which this locality is invested.

In the near vicinity stand the sombre ruins of Fort Ticonderoga, where Ethan Allen and the Green Mountain boys earned a nation's gratitude. Here the gallant French General Montcalm, with 10,000 men, besieged Fort William Henry. Here General Abercrombie, with an army of 15,000 men, made an unsuccessful attack upon sturdy old Ticonderoga, and engagements between the French and English with Indian allies, were of such frequent occurrence that in the early days preceding our country's independence the beautiful lake was hardly more than a daily battle ground.

The Indian name of Lake George was "Horicon," meaning "silvery waters," and those who have visited it will recognize this as a most appropriate designation. High hills and precipitous cliffs surround the lake on all



PARADISE BAY, LAKE GEORGE, REACHED BY THE NEW YORK CENTRAL.

sides, and its surface is dotted with a multitude of little islets, said to correspond in number to the days of the year.

The accommodations afforded by the hotels of Lake George are of the best. Among the largest are the Fort William Henry and the Sagamore. The Fort William Henry is situated at the head of the lake, with a commanding view of all the surrounding country. The Sagamore is located on Green Island, one of the prettiest of all the islets of Lake George, and the second in size. The island has an area of seventy acres, and its gently undulating surface rises in places to the height of seventy feet above the lake. It lies close to the shore, with which it is connected at Bolton, by a well-built substantial

bridge. The hotel stands among the trees at the south end of the island, forty feet above the level of the lake, commanding from its windows the grand



THE SAGAMORE HOTEL AND COTTAGES, LAKE GEORGE, N. Y.

scenery of the Narrows on the east, the broad lakes and bays to the south and west, and the frowning mountains on every side. Other excellent hotels are the Fort George, Crosbyside, Lake View, Marion House, Fernwood, Pearl Point House and the beautiful new Prospect House on the summit of Prospect Mountain, in addition to which are a number of superior boarding houses, while the Summer homes of wealthy New Yorkers are to be seen on every island and along the lake borders.

A delightful trip is that by the handsome steamer which starts from the Fort William Henry Hotel, Caldwell, at 9.40 A.M. daily, and, after touching at the wharves of the other hotels, proceeds to Baldwin, near the outlet of the lake, thirty-six miles, and returns in the afternoon, stopping at Sheldons, Bolton, Shelving Rock, Pearl Point, and many other landings en route.

Prospect Mountain, at whose foot nestles the village of Caldwell, is the highest of the range of mountains encircling the lake, and its summit, heretofore the goal only of the most enterprising climbers, is, this year, rendered easily accessible by means of a cable road, provided with all the latest mechanical and safety devices, built by the Otis Engineering and Construction Co. It extends from the lake shore to the Prospect House at the summit of the mountain, and day and evening cars will be run at short intervals.

Elegant drawing-room cars on fast express trains run daily between New York and Lake George via the New York Central & Hudson River Railroad and the Delaware & Hudson Railroad.

For excursion routes and rates see index.

LAKE KEUKA, N. Y.

This gem among the smaller lakes, formerly known as "Crooked Lake," is twenty-two miles long and on an average three-quarters of a mile wide, possessing the majesty of a lake and charm of a great river. It is 780 feet above the sea and 270 feet above its larger neighbor, Seneca Lake, at the head of which is the famous Watkins Glen. It is so high, so protected by hills and so free from marshes and miasma, as to render it supreme in the noted health belt of New York, and especially helpful to persons afflicted with asthma, catarrh and throat troubles. Its borders, covered with vineyards, gardens, orchards and beautiful villas are a picture of beauty, reminding travelers of the lovely Galilee and majestic Rhine. Its waters are clear and quiet, abounding with trout, bass, pickerel and other fish in which anglers take delight. Seven steamers and a fleet of yachts serve the thousands of excursionists, who seek pleasure and rest in Summer. Hotels and cottages provide quiet, pleasant homes at moderate cost, and boats and fishing tackle are abundant for rowers, fishers and floaters on the quiet lake, which is just the right size to play with safely and with inspiration.

For excursion routes and rates see index.

LAKE MAHOPAC, N. Y.

A highly popular Summer resort only fifty miles from New York, and reached by both the Harlem and Putnam Divisions of the New York Central. The lake is 1000 feet above the sea, is nine miles in circumference, with very irregular shores, and is the center of a group of twenty-two lakes lying within a radius of twelve miles and amid beautiful scenery. A splendid macadamized roadway encircles the lake, making a most charming drive. The boating on the lake is excellent and the fishing good. The Thompson and Dean Houses, beside numerous smaller hotels and boarding houses, furnish ample accommodations for the tourist and pleasure seeker. A further description of Lake Mahopac and its attractions, together with cuts of several of the prominent hotels, will be found on a preceding page.

For excursion routes and rates see index.

LAKE MEGANTIC, P. Q.

Has for many seasons been a favorite haunt of the sportsman and camper-out. Its waters teem with a variety of fish, while the vicinity affords excellent shooting. Improved railway facilities and the recent opening of several good hotels render it a desirable resort for families.

For excursion routes and rates see index.

LAKE MINNEWASKA, N. Y.

This unique and most charming lake is situated on the summit of Shawangunk Mountain. It is eighty-eight miles from New York, and may be reached by the New York Central & Hudson River Railroad to Poughkeepsie; thence by ferry to Highland Landing, and a stage ride of nine miles through delightful mountain scenery, but a more desirable route is by the West Shore Railroad direct to New Paltz. The principal hotels are the Mountain House and Mountain Rest.

For excursion routes and rates see index.



LAKE MINNEWASKA.

LAKE MOHONK, N.Y.

This delightful Summer resort may be reached by the New York Central & Hudson River Railroad to Poughkeepsie, ferry to Highland Landing, and thence by stage, but the most desirable route is by the West Shore Railroad direct to New Paltz. The lake and its surroundings form one of the most wonderfully beautiful bits of scenery to be found anywhere in this country or the Old World. Two large hotels furnish accommodations for Summer boarders.

For excursion routes and rates see index.

LAKE MUSKOKA, ONT.

This is the largest and one of the most beautiful of the lakes comprised under the general term of "The Lakes of Muskoka." It is about twenty-two miles long and eight miles wide, and, in common with all the other lakes of the Muskoka district, it affords most splendid fishing: salmon, black bass and pickerel abound. The surface of the lake is studded with islands, large and small, many of which are adorned with handsome cottages, while several thriving villages, most of them offering first-class hotel accommodations, surround its margin. Art has been evoked in many instances to enhance the

attractiveness of nature, and walks and drives, glades and grottoes have been formed to make pleasant this holiday country home.

For excursion routes and rates see index.



LAKE MOHONK, REACHED BY THE NEW YORK CENTRAL.

LAKE ST. JOHN AND THE SAGUENAY.

One of the most romantic round trips for a Summer outing is from Quebec to Lake St. John by the Quebec & Lake St. John Railway that crosses the Canadian Adirondacks for 190 miles; from Lake St. John to Chicoutimi, at the head of navigation on the Saguenay, by the last completed link of this railway, and back to Quebec by steamer through the deep rift cleft in the massive mountains of the Saguenay by the dark majestic river of the same name on its way to the sea. Lake St. John is the source of the Saguenay and the home of the famous ouananiche or fresh-water salmon, the greatest game fish in existence. The anglers loudest in its praises are those who have crossed the Atlantic or come from the Southern States to give it fight in the rapid waters of the great lake's discharge, or in its mighty tributaries, some of which are over a mile wide at their mouths and hundreds of miles in length. Here the comfort and safety of the tourist or angler are looked after by the Indian guides who pitch his tent, cook his meals and propel him with rapid yet easy gliding motion over seemingly endless water-ways, in the birch bark canoes of which Longfellow has so musically sung in Hiawatha.

LEBANON SPRINGS, N. Y.

These springs, famed for their medicinal properties, are located on the Bennington & Rutland Railroad, 154 miles from New York. The village is 1000 feet above the sea, and the air is always fresh and invigorating. Columbia Hall, the principal hotel, has been entirely refitted and refurnished and

this season will be conducted under the management of Mr. T. W. Stevens. The Shaker Village near the springs is worth visiting, and strangers are always welcomed and politely entertained.

For excursion routes and rates see index.

LITCHFIELD HILLS.

Within five hours of Grand Central Station is a beautiful country, just becoming known to, and appreciated by, the citizens of New York. Those who love and enjoy magnificent surroundings, views of mountain and valley, of lake and river, of meadow and woodland, with pure and bracing air, water of crystal purity, roads that make pleasure riding a pleasure indeed, society of the highest, church and school facilities of the best, should give attention to the Litchfield Region.

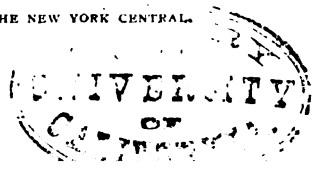
Through cars are run every afternoon during the Summer season between Grand Central Station and Lakeville, Salisbury, Chapinville, Twin Lakes, Canaan and Norfolk via the Harlem Division to Millerton, thence via the Philadelphia, Reading & New England Railroad.

It is but thirty miles from Norfolk to the world-famed Lenox of the Berkshire Hills, and an excellent country road between the two points is freely utilized by those who love long country drives.

For excursion routes and rates see index.



THE MONARCH ELM, CANAAN, CT., REACHED BY THE NEW YORK CENTRAL.





HAYSTACK MOUNTAIN, NORFOLK, CT , IN THE LITCHFIELD HILLS.

MACKINAC ISLAND, MICH.

Just across an arm of the Straits of Mackinac, whose blue-green waves divide the State of Michigan, is Mackinac Island, nearly nine miles in circumference, and at its highest point over 300 feet above the waves. This island has filled an important place in the history of exploration. Here was a rendezvous of the daring French voyagers and adventurers before the pilgrims landed on Plymouth Rock. Here occurred many wild and thrilling incidents in the lives of Marquette, Hennepin, Nicollet and La Salle; and over at Point St. Ignace, in plain view, Marquette was escorted to his burial place by a hundred canoes of plumed and painted Ottawa, Huron and Ojibway warriors, in 1677. Just across, on the most northern point of the Lower Peninsula, stood old Fort Mackinac, the scene of the terrible massacre of the whites by the Indians, under Pontiac in 1763. On this island were fought two battles of the war of 1812, and here for forty years were the headquarters of the American Fur Company, of which John Jacob Astor was President.

For several years the ever-increasing throng of tourists that have sought the island for recreation, for sport and for health, have taxed the hotel accommodations to the utmost. Recently, the Grand Hotel, of magnificent propor-

tions and attractive appearance, provided with every modern convenience and comfort, has been erected on the bluff of the island, about half a mile back of the village, with a grand outlook far over the Straits and Lake Michigan. It is under the efficient management of Mr. James R. Hayes, and nothing is spared to make it first-class in every particular.

For excursion routes and rates see index.

MANCHESTER, VT.

This beautiful Vermont village is 215 miles from New York, on the Bennington & Rutland Railroad, and is situated in a pleasant valley between the Green and Equinox ranges. The roads are excellent, and tramping is a recognized form of amusement. Parties are met with at every turn climbing the mountains, and exploring the wild and picturesque glens and hollows with which they abound. Mt. Equinox and Stratton Gap are the great objects of interest.

It is easily accessible by fast trains with through drawing-room and sleeping cars from New York daily via New York Central & Hudson River Railroad.

For excursion routes and rates see index.

MASSENA SPRINGS, N. Y.

This is a resort enjoying more than a local reputation, having been celebrated for several generations through the potent effects of its strong sulphur waters, which gush from a group of springs upon the shady banks of the Raquette River. There are a number of good hotels and boarding houses. The fishing in this section is varied and excellent, many large muskallonge being caught in the vicinity. Massena Springs is reached by the New York Central and the Rome, Watertown & Ogdensburg Railroads.

For excursion routes and rates see index.

MIDDLEBURY, VT.

Is pleasantly situated on the Otter River, and is an ideal place to spend a vacation. The air is pure and health-giving, the scenery beautiful. Neighboring streams afford excellent fishing. Middlebury College, erected in 1800, one of the most noted institutions of learning in the country, is situated here.

For excursion routes and rates see index.

MILLBROOK, N. Y.

In Dutchess County, New York State, there is a beautiful spot called Millbrook, the scenery about which recalls the softness of Devonshire and Surrey landscapes. Hills and dales, lakes and streams are all about, and the

high peaks of the Ramapo, Highlands, Storm King, Shawangunk, Catskill, Helderberg, Berkshire, and on very clear days the Green Mountains of Ver-



EXTERIOR COURT VIEW, HALCYON HALL, MILLBROOK, REACHED BY THE NEW YORK CENTRAL.

mont, rise in blue and purple background. Such air (elevation about 1000 feet), roads and scenery are not surpassed in the world, and all within three hours from New York. Halcyon Hall and Millbrook Inn, the two principal



MILLBROOK INN, MILLBROOK, N. Y., REACHED BY THE NEW YORK CENTRAL.

hotels of Millbrook, are widely known for their many beautiful features and the superior character of the accommodation they afford. Several other good hotels and boarding houses furnish first-class accommodations. The various

accommodations of Millbrook are naturally attracting more Summer and Autumn guests every year, and it is fast becoming a second Lenox. This town, as do many of the adjoining ones, takes pride in keeping its roadways in excellent condition, and the nature of the soil is such that they are always good and always in order for enjoyable pleasure riding. One of the most charming features of Millbrook is "Tyrrel Lake," a beautiful sheet of water, situated a short distance southeast of the village.

For excursion routes and rates see index.

MONTPELIER, VT.

Few places in New England can offer so many attractions to the Summer visitor. The town nestles at the foot of high verdant hills, and contains a resident population of about 4000. To sum up in few words, its climate is delightful, its scenery charming, its people hospitable.

For excursion routes and rates see index.

MONTREAL, QUE.

Montreal is the metropolis of British North America, and is a place of great interest to the tourist, both in Summer and Winter. Its population is made up of French and English people, the former predominating. There are many attractions, and the view to be had from the summit of Mount Royal is one of the greatest. Among the others are the Cathedral of Notre Dame, the English Cathedral, the new Roman Catholic Cathedral (in process of erection), Bonsecours Market, the Court House, Custom House, Hotel Dieu Hospital and various other institutions and public buildings. There are many beautiful drives around the city, the roads being similar to those found in the old country. There are many excellent hotels, among which are the "Windsor," "St. Lawrence Hall," "The Richelieu" and "The Balmoral." The French quarter of the city is particularly interesting to the tourist.

The large steamers of the Richelieu & Ontario Line, connecting with the Rome, Watertown & Ogdensburg Railroad trains at Clayton and Alexandria Bay in the early morning, land their passengers here at supper time after a delightful voyage down the rapids of the St. Lawrence.

This season marks the opening of the New York Central's new line to Montreal via Utica and the Adirondack Mountains, crossing the St. Lawrence River on the Canadian Pacific Bridge in full view of the Lachine Rapids, and entering Montreal by the Canadian Pacific Railway, arriving at the Windsor Street Station, in the very heart of the city.

Solid Wagner vestibule trains, composed of baggage, buffet smoking cars, first-class passenger coaches and magnificent buffet drawing-room and

sleeping cars, leave New York every morning and evening, running through to Montreal without change.

For excursion routes and rates see index.

MORRISTOWN PARK, N. Y.

The handsome Terrace House at this park occupies a picturesque site upon the slope of a wooded ridge one mile below Morristown and a dozen miles above Ogdensburg. A fine wharf facilitates landing from steamers, and the trains of the Rome, Watertown & Ogdensburg Railroad pass along the front of the grounds. A grove and many pretty cottages, where camp meetings are held, occupy a position in rear of the hotel.

For excursion routes and rates see index.



DEPEW CASCADE, LEWISTON BRANCH OF THE NEW YORK CENTRAL.



AMERICAN FALLS IN WINTER, NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

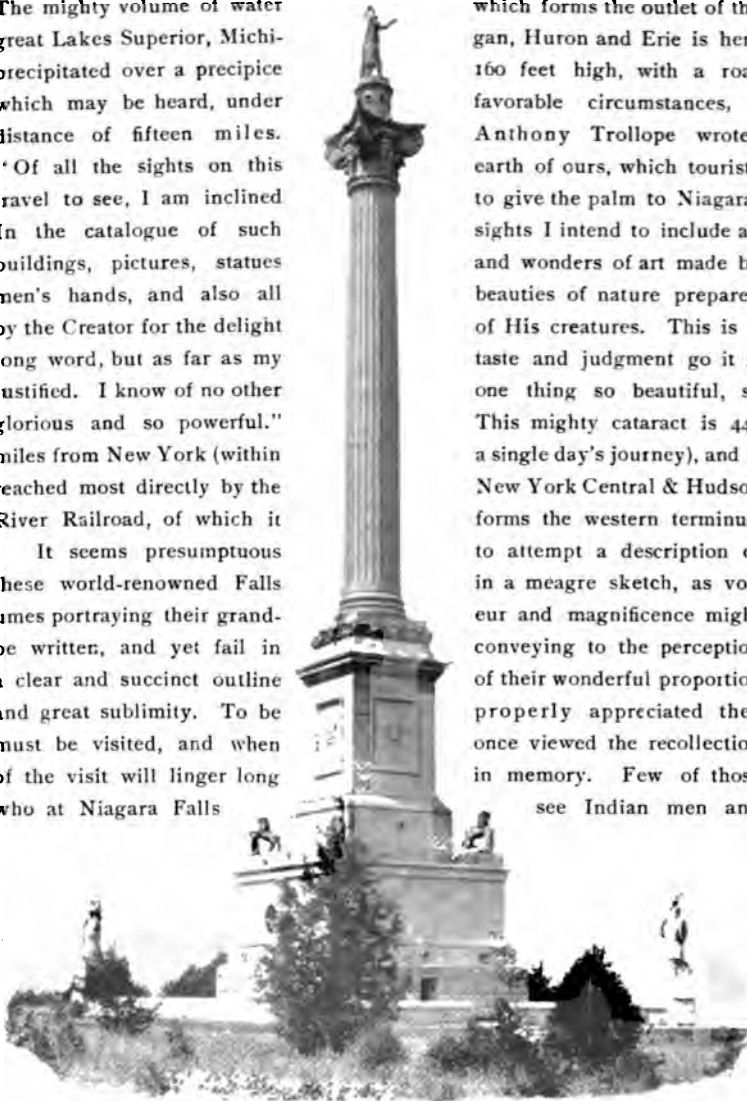
NIAGARA FALLS, N. Y.

Niagara Falls is recognized as the greatest natural wonder in the world, and is the objective point of tourists from the most remote parts of the earth.

The mighty volume of water great Lakes Superior, Michigan, precipitated over a precipice which may be heard, under distance of fifteen miles. "Of all the sights on this travel to see, I am inclined In the catalogue of such buildings, pictures, statues men's hands, and also all by the Creator for the delight long word, but as far as my justified. I know of no other glorious and so powerful." miles from New York (within reached most directly by the River Railroad, of which it

It seems presumptuous these world-renowned Falls umes portraying their grand-be written, and yet fail in a clear and succinct outline and great sublimity. To be must be visited, and when of the visit will linger long who at Niagara Falls

which forms the outlet of the gan, Huron and Erie is here 160 feet high, with a roar favorable circumstances, a Anthony Trollope wrote: earth of ours, which tourists to give the palm to Niagara. sights I intend to include all and wonders of art made by beauties of nature prepared of His creatures. This is a taste and judgment go it is one thing so beautiful, so This mighty cataract is 447 a single day's journey), and is New York Central & Hudson forms the western terminus. to attempt a description of in a meagre sketch, as vol-eur and magnificence might conveying to the perception of their wonderful proportion properly appreciated they once viewed the recollection in memory. Few of those see Indian men and



BROCK'S MONUMENT.—LEWISTON BRANCH, NEW YORK CENTRAL.

women offering trinkets and ornaments for sale know that but a few miles distant is an Indian reservation, inhabited by one of the Iroquois tribes.

and governed by a council of chiefs. It is fitting that the Iroquois should still be at Niagara, for the locality is one which is famous through Iroquois history and legends.



ROCK OF AGES, NIAGARA FALLS, NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

From Lewiston, below the Falls on the Niagara River, a drive of three miles leads to the reservation, a tract inhabited by about 450 Indians of the Tuscarora tribe. The cultivation of the land is careful and systematic. There are fine-looking farms and well-built houses, and prosperity and comfort abound.

sleeping cars, leave New York every morning and evening, running through to Montreal without change.

For excursion routes and rates see index.

MORRISTOWN PARK, N. Y.

The handsome Terrace House at this park occupies a picturesque site upon the slope of a wooded ridge one mile below Morristown and a dozen miles above Ogdensburg. A fine wharf facilitates landing from steamers, and the trains of the Rome, Watertown & Ogdensburg Railroad pass along the front of the grounds. A grove and many pretty cottages, where camp meetings are held, occupy a position in rear of the hotel.

For excursion routes and rates see index.



DEPEW CASCADE, LEWISTON BRANCH OF THE NEW YORK CENTRAL.



AMERICAN FALLS IN WINTER, NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

to tourists are on the east side of the city, the Parliament Buildings, which are perhaps the finest public buildings in America outside of the city of Washington; Major's Hill Park, in the center of the city, beautifully laid out in flower beds, having asphalt walks, fountains, shrubs and fine old trees; the Geological Museum, Cathedral of Notre Dame, the Rideau Falls, Rideau Hall, the vice-regal residence, with its beautiful terraces and park. On the west side are the Fisheries exhibit, the Art Gallery, and Chaudiere Falls. On the south side, and overlooking the city is the government experimental farm comprising several acres, all under a high state of cultivation. This farm is visited every year by thousands of agriculturists from all parts of Canada and the United States. The people of Ottawa are also justly proud of their electric railway system which is said to be the most properly conducted on the continent. The Adirondack Division of the New York Central is the popular route from the South and West to Ottawa. Wagner vestibule buffet sleeping cars leave New York every evening, except Saturday, reaching Ottawa at a seasonable hour in the morning.

For excursion routes and rates see index.

OWASCO LAKE, N. Y.

This placid sheet extends between gently sloping hills dotted with farms and groves, from a point three miles from Auburn, ten miles toward the south, with an average width of one mile.

Excellent drives extend along either side of the lake, and upon its western shore the tracks of the Auburn Division of the Lehigh Valley Railroad connects Auburn and the New York Central & Hudson River Railroad with several pretty resorts upon the lake and with the main line of the Lehigh Valley Railroad at Sayre, Pa.

For excursion routes and rates see index

PLATTSBURGH, N. Y.

A beautiful town of about 8000 inhabitants, situated on the west shore of Lake Champlain, at the mouth of the Saranac River. The Champlain Transportation Company's steamers ply daily between Fort Ticonderoga and Plattsburgh, and daily steamers cross the lake to St. Albans, a sail of twenty-five miles, and a most delightful trip. The black bass fishing in Lake Champlain is unsurpassed, if equalled, by any other waters.

For excursion routes and rates see index.

PORTSMOUTH, N. H.

This is a venerable old town with beautifully shaded streets, handsome gardens and home-like residences. It is the only seaport of New Hampshire, and

possesses a fine harbor, which ships of any size may enter with safety. The Kittery Navy Yard is located on Continental Island, reached by ferry from the mainland. The hotels of Portsmouth are numerous and excellent.

For excursion routes and rates see index.

POULTNEY, VT.

A pleasant New England village, in the midst of fine hill scenery, and much frequented as a Summer resort. Eight miles southeast of Poultney are the famous Middletown Springs—four in number—and noted for their curative power in nervous and debilitating diseases. The Montvert Hotel, at the latter place, is one of the largest and finest hotels in Vermont, possessing accommodations for 350 guests.

For excursion routes and rates see index.

QUEBEC, P. Q.

One of the quaintest and most interesting cities on the continent of America. It is situated at the confluence of the St. Lawrence and the St. Charles Rivers, and is divided into two portions, called the Upper Town and the Lower



THE OLD WALLED CITY OF QUEBEC, REACHED BY THE NEW YORK CENTRAL.

Town, the former being perched upon the summit of Cape Diamond, 333 feet above the river, and comprises the vast fortification of the citadel, hotels, private dwellings and churches. The Lower Town is the commercial section of the city. Quebec is one of the oldest and, in point of history and scenery, one of the most interesting cities in America. From a military point of view, it is

the stronghold of Canada, and the citadel is considered the strongest in America. Among the other points of interest are the Custom House, Post Office, the Basilica of Quebec, the Anglican Cathedral, the University, the Marine Hospital, the Monument to Wolfe and Montcalm, and eight miles below the city are the beautiful Falls of Montmorenci, a place much frequented by tourists; there is also Lake St. John, 190 miles north of Quebec, reached by the new Quebec & Lake St. John Railway or by steamers of the Richelieu & Ontario Navigation Company, besides many other points of great interest to the traveler in search of pleasure.

For excursion routes and rates see index.

RANDOLPH, VT.

The stranger is surprised on nearing this village at the evidence of prosperity and thrift everywhere visible. The surface of the surrounding country is elevated and the air pure and invigorating. The Cottage Hotel, Griswold House and Parish House furnish excellent accommodations for Summer visitors.

For excursion routes and rates see index.

RICHFIELD SPRINGS, N. Y.

Richfield Springs is among the Otsego hills and lakes, in the county of that name, very near the center of the State of New York. It is fourteen



STEAMER LANDING ON CANADARAGO LAKE, REACHED BY THE NEW YORK CENTRAL.

miles from Cooperstown, and but six miles from the famous Otsego Lake, renowned for romance of the past and picturesque beauty now and always.

It is most directly accessible by the New York Central route, over which through drawing-room cars run in connection with the Delaware, Lackawanna & Western Railroad from Utica, a distance of fifteen miles.

The village is located on the shore of Canadarago Lake, one of the prettiest sheets of water in America, among the hills separating the Mohawk and Susquehanna Valleys. The lake is five miles long by about two wide, and is a bowl of water of crystal clearness, rimmed by picturesque and protecting hills. It is the delight alike of the artist and the tourist.

The Springs, which add a great and unique attraction to the scenic and sanitary advantages of this secluded and yet accessible and brilliant vacation



FAIRY CASCADE, RICHFIELD SPRINGS, REACHED BY THE NEW YORK CENTRAL.

home, are the leading natural white sulphur fountains of the north, and are not surpassed either in the value or the celebrity of their waters by any sulphur springs in the world. Though alike in general characteristics, these sixteen springs in or near the village differ widely in their special properties. While their waters, intelligently used, are healthful to everybody, cleansing and toning up the system, they are especially valuable as alternatives or blood purifiers, and in all kinds of rheumatic affections.

Indeed, experience has abundantly shown that they positively cure rheumatism, gout, malaria, neuralgia, dyspepsia, catarrh, liver and kidney complaints, and all diseases of the blood, while they have no superior in cases of

consumption and nervous disorders resulting from impaired nutrition. As a safe retreat for the victims of hay-fever, Richfield Springs is unsurpassed.

The bathing establishment occupies a space about 180 feet deep by 120 feet wide, and is said to be the most perfect bath house in this country. There are several bath rooms and rooms designed for special medical treatment. The Turkish baths have hot rooms, douche, massage, steam and reclining rooms, plunge baths, etc. At the rear of the building, and connected with both the bath halls and with the Turkish baths, is a large swimming pool, forty-two feet long, seventeen feet wide, and from four and one-half to six feet deep at either end. This pool is especially adapted to instruction in swimming. In the southern corner of the building, and reached from the left of the main hall, are the respiration room and the sun bath. Facilities are also provided for electric baths.

The hotels at Richfield are large and modern, with the very best service and reputation.

For excursion routes and rates see index.

RICHMOND, VT.

Is in the midst of a rich agricultural country, and, next to St. Albans, sends to the Boston market the largest quantity of butter and cheese of any town in the State. The town lies just where the Winooski Valley opens into that of Lake Champlain, and combines in a most attractive manner the beauties of mountain and meadow. Board is good and accommodations first-rate.

For excursion routes and rates see index.

RIDEAU LAKE REGION.

This region is the celebrated Mecca of sportsmen from all parts of the country, and affords the finest black bass fishing in Canada. Good hotels are numerous and the rates uncommonly low. The principal fishing grounds are Long Island, Westport, Newboro, Portland, Charleston Lake and Delta.

For excursion routes and rates see index.

ROUND LAKE, N. Y.

This lake, as its name indicates, is nearly circular in form and about three miles in circumference. It is the headquarters of the celebrated Round Lake Summer schools, which are in session about three months every year, and are in charge of a faculty of forty of the best teachers of the country. The grounds are in an extensive forest tract bordering the Lake, and contain a large Summer hotel, a fine museum, art school and costly memorial building. Private board and lodging may be obtained in cottages at very reasonable rates.

For excursion routes and rates see index.

ROUSE'S POINT, N. Y.

Is a village of 1500 inhabitants, situated at the northern extremity of Lake Champlain, at the mouth of the Richelieu River. It commands many fine views, embracing numerous islands and points of land. The opportunities for fishing, yachting and driving have made this place one of the most attractive resorts in Northern New York.

For excursion routes and rates see index.

RUTLAND, VT.

Is a beautiful and prosperous city of about 10,000 inhabitants, most of them employed in the marble interest. From fifteen to twenty quarries are being vigorously worked, and the beautiful white product is everywhere in evidence—buildings, pavements, walls, beside interior decoration and furnishing.

Rutland was settled in 1770, and fortified in 1775 as a station in the great northern military route. It contains many fine residences, public buildings and churches.

For excursion routes and rates see index.



IN FRONT OF CONGRESS SPRING PARK, SARATOGA, REACHED BY THE NEW YORK CENTRAL.

SARATOGA SPRINGS, N. Y.

Acknowledged the most popular and accessible of all American Spas, is the center each season of the highest social, educational and political gatherings. The broad piazzas of its vast hotels present a panorama of the best and most varied types of our leisurely classes, reinforced by thousands of the affluent citizens of other lands. Primarily famous for its diverse



CIRCULAR STREET, SARATOGA SPRINGS, REACHED BY THE NEW YORK CENTRAL.

medicinal waters, Saratoga is still more popular with the world at large because of its constant gayety and the peerless beauty of its environments. The principal street of the village is Broadway, which extends north and south about three and a half miles in a direct line. The sidewalks are wide and well paved and shaded by a double row of beautiful trees. All the large hotels, the shops, oriental bazaars, and several of the principal springs have their main entrance on Broadway.

The most popular drive is that to Saratoga Lake, three and a half miles east of the village, reached by way of Broadway and Union Avenue. Moon's, at the lower end of the lake, is the usual stopping-place; or you can, if desired, prolong the trip by taking the little steamer which plies at frequent intervals between the Lake House and White Sulphur Spring Park Hotel, at the upper end of the lake, about seven miles; or, if preferred, you can take the drive around the lake, which will be found equally enjoyable.

Probably the greatest of recent additions to Saratoga's attractions is the Convention Hall, the most perfect assembly room for great gatherings in America. The building is located on Broadway, between Congress Spring Park and

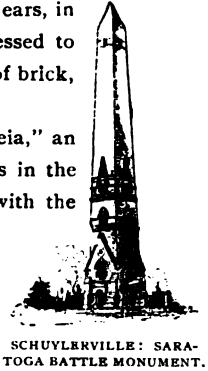


the Windsor Hotel, adjoining the Pompeia. The immense auditorium on the ground floor is so skillfully arranged that a fairly good pair of ears, in any one of its 5000 opera chairs, can hear every word addressed to them from the platform. It is a solid and substantial structure of brick, stone and iron, and cost over \$100,000.

A highly interesting feature of Saratoga is "The Pompeia," an exact reproduction of the house of Pansa, buried by Vesuvius in the year 79. The building is a monument that will take its place with the most impressive and unique contributions to the art of this century.

The hotels of Saratoga are among the largest and finest in the world: the most noted being the United States, Grand Union, Windsor, Congress Hall, Kensington and Clarendon, while a host of smaller hotels and boarding houses furnish excellent accommodation at from \$7.00 to \$25.00 per week.

During the season the famous Saratoga Specials via the New York Central and Delaware & Hudson Railroads run daily in both directions, and the



SCHUYLERVILLE: SARATOGA BATTLE MONUMENT.



THE NEW CONVENTION HALL, SARATOGA SPRINGS, REACHED BY THE NEW YORK CENTRAL.

Saratoga Limited, one of the fastest trains run on the continent, and composed exclusively of drawing-room and buffet cars, will leave New York Saturdays at about 1.30 P.M., and returning will leave Saratoga Mondays at about 6 A.M.

From Saratoga the visitor may readily enter the enchanted region of the Adirondacks over the route of the Adirondack Railway or via the Delaware & Hudson Railroad to Lake George, Lake Champlain and the northern portion of the Adirondack Mountains as well as all points in Northern New England and Canada.

For excursion routes and rates see index.

SACKETT'S HARBOR, N. Y.

Situated in Jefferson County, near the eastern end of Lake Ontario, was formerly a place of much commercial and military importance, and during the war of 1812 was used as a naval depot and storehouse by the Americans. It is now chiefly prominent as a Summer resort, and among its many attractions numbers good hotels, beautiful scenery, fine fishing and boating.

For excursion routes and rates see index.

ST. CLAIR SPRINGS, MICH.

St. Clair Springs, the most widely-known and popular watering-place in Michigan, is a prosperous, elegant little city of about 2000 inhabitants, pleasantly located on the west bank of the St. Clair River, about half-way between Lakes St. Clair and Huron. It is rendered easy of access from Detroit, either by steamboat or by through car over the Grand Trunk and Michigan Central, and from the east by the St. Clair Division of the Michigan Central from St. Thomas. It is a favorite place for those who wish a quiet and thoroughly enjoyable resort at all seasons, as well as for those who seek relief from disease. The water of the St. Clair Mineral Spring, connected with the hotel, is of the same general class as the German saline spas, so rare in this country, but more powerful than most of them. The baths, hot or cold, are no less delightful than curative, and result in physical vigor that gives new zest to life. The walks and drives in the vicinity are very pleasant, and there is no end to the boating and sailing on the noble river, which affords splendid fishing. But a few miles south are the St. Clair Flats, famous to American and Canadian sportsmen for their unrivalled duck shooting. Club houses, hotels and private shooting-boxes have been built there in considerable numbers, and the fish and game dinners are famous.

For excursion routes and rates see index.

ST. JOHN, N. B.

This is the principal city of New Brunswick. It contains 30,000 inhabitants, and is superbly situated upon a bold, rocky peninsula at the mouth of the St. John River, and presents a very imposing front to the sea. The leading hotels are the Royal, Dufferin and new Victoria.

For excursion routes and rates see index.

SHARON SPRINGS, N. Y.

This is appropriately termed the Baden-Baden of America. Situated in Schoharie County, N. Y., in a romantic valley, 1100 feet in altitude and surrounded by high hills, Sharon Springs justly occupies a foremost position among the sanitariums and fashionable Summer resorts of the world. Its springs of chalybeate, magnesia, white sulphur and blue sulphur, and its celebrated pine-needle and mud baths possess wonderful curative powers in blood, skin, liver, rheumatic and neuralgic affections.

The New York Central, in connection with the Delaware & Hudson Railroad, maintains through parlor and sleeping car service between New York and Sharon Springs for the accommodation of the annual rush of visitors to this famed resort. Sharon Springs is also easily reached by a delightful drive of nine miles from Palatine Bridge.

For excursion routes and rates see index.

ST. ANDREWS, N. B.

This town of 1700 population is situated on a peninsula five miles in length extending in to Passamaquoddy Bay, which is seventeen miles long by six wide, and in point of attractions has but few rivals. The curative properties of the balsam-laden atmosphere, the general air of restfulness, together with the entire absence of mosquitoes and malaria have made St. Andrews long and widely known as an elysium for the hay-fever patient, jaded tourist, pleasure seeker and sportsman.

For excursion routes and rates see index.

SENECA LAKE, N. Y.

Beyond a doubt Seneca Lake is one of the most remarkable bodies of water in this country. It is forty miles in length, and the water is of the greatest purity and depth. Its shores are grand and picturesque, consisting of a succession of hills and promontories sweeping back from the lake in graceful lines, their sides thickly wooded in some places, in others covered with well-tilled farms and vineyards.

The steamers of the Seneca Lake Navigation Company, large and shapely in appearance, connect with New York Central trains at Geneva for Watkins and intermediate points, a voyage of forty miles. This is a most enjoyable detour, and the time devoted to the round trip from Geneva will not be regretted by the lover of the picturesque. The scenery, as the boat progresses toward the head of the lake, grows hourly more charming and effective. Upon the numerous forest-covered points projecting into the blue waters of the lake, marking the deep glens sure to be hidden among the verdure of the slope, are pretty hotels, cottages and camps. At Ovid the great State Asylum

for the Insane is located in the midst of restful influences which wean the troubled brain from its disordered imaginings.

Sixteen miles from Geneva the handsome Long Point Hotel, situated upon a beautiful little peninsula, is reached. This is a popular summering point, unusually attractive in both the appearance of the house and its environment.

For excursion routes and rates see index.

SHELBURNE, VT.

Is pleasantly situated on Lake Champlain, seven miles below Burlington, and is rapidly attaining prominence as a Summer resort. Dr. W. S. Webb, President of the Wagner Palace Car Company makes this his residence several months each year, and has inaugurated many extensive public improvements. His spacious house, surrounded by handsome grounds, bordering upon the margin of the lake, is one of the attractions of the place.

For excursion routes and rates see index.

SHELDON SPRINGS, VT.

Sheldon Springs are situated nine miles from St. Albans, and are noted for the cure of very many cases of obstinate and chronic disease. It is claimed that the waters of some are highly efficacious in the treatment of cancer. The surrounding region is remarkable for its fine mountain scenery. Sufferers from hay-fever who have lived at the seaside many seasons without permanent benefit, find certain relief here. Pleasant excursions may be made from this point to Mount Mansfield, Lake Champlain and Lake Memphremagog.

The principal hotels are Congress Hall and the Portland House, each with a capacity for about 200 guests.

For excursion routes and rates see index.

ST. ALBANS, VT.

St. Albans is a typical New England town, 331 miles from New York, and is built upon a gently sloping hill overlooking Lake Champlain, two and a half miles distant. The healthful climate, pure air, delightful drives, and fine fishing in the immediate vicinity render this an unusually attractive Summer resort.

For excursion routes and rates see index.

SWANTON, VT.

Swanton is a pleasant village of upwards of 2000 inhabitants, situated near the Missisquoi River. There are pleasant drives, good fishing and charming scenery in all directions.

For excursion routes and rates see index.

THE THOUSAND ISLANDS OF THE ST. LAWRENCE.

"In all the land, range up, range down,
Is there ever a place so pleasant and sweet?"

CAPE VINCENT, CLAYTON, ROUND ISLAND, THOUSAND ISLAND PARK AND
ALEXANDRIA BAY.



CLAYTON, the railroad terminus to the renowned Thousand Island resorts, is situated on the St. Lawrence River, 108 miles north of Utica, and is reached via the New York Central to Utica, thence by the Rome, Watertown & Ogdensburg Railroad. For through parlor and sleeping car service between New York and Clayton, the reader is referred to the folders of the New York Central & Hudson River Railroad. Clayton is a charming village of about 3000 inhabitants, and

during the season of Summer travel is a gay and animated town.

It is at this point that tourists embark on the Royal Mail steamers for the trip among the islands and through the rapids to Montreal and Quebec. Here, too, passengers for Round Island, Thousand Island Park, Central Park and Alexandria Bay take passage on the Thousand Island Steamboat Company's popular line of steamers for the famous resorts down the river. Geographically considered, the location of Clayton is unsurpassed. It is situated on a bold peninsula jutting out into the pure waters of the most majestic of American rivers. Broad bays, both east and west, afford a variety of coast suited to the various wants of man.

Its three hotels are well and favorably known. They are conducted with the utmost care and skill, and guests will find them both comfortable and home-like.

Directly in front of the town beautiful islands, upon which Summer houses have been erected, form a pleasing contrast to the wide stretch of water above.

Round Island, a ten-minute ride from Clayton, shows the tower of its extensive and elegant Frontenac Hotel, one of the largest houses upon the river.

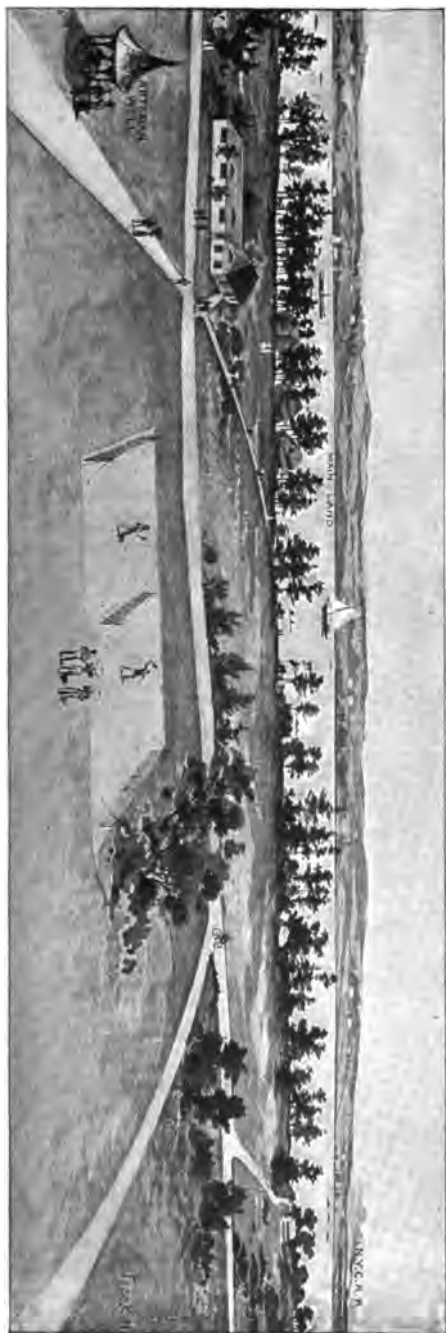
ROUND ISLAND.

As the steamer approaches Round Island the many lovely Summer homes ranged along the rocky shores, the beautiful boats, such as only the St. Lawrence can boast, and the groups of brightly dressed, vivacious residents, tempt the newcomer to cast his lot with



DINNER CAMP AT ELEPHANT ROCK, EEL BAY, NEAR THE FRONTENAC—IN THE THOUSAND ISLANDS, REACHED BY THE NEW YORK CENTRAL.

LOOKING SOUTH FROM THE FRONTENAC, ROUND ISLAND, REACHED BY THE NEW YORK CENTRAL.



the Round Islanders and partake of their evident comfort and happiness, and he will not choose amiss.

Thousand Island Park, the next stop after leaving

THOUSAND ISLAND PARK. Round Island, is the ex-

tensive camp-meeting resort of the Methodists. The tabernacle, in which the meetings are held during the Summer, is hidden from view among the trees. The large and handsome hotel, recently built to replace the former house, is called the Columbian.

The next important landing is Central Park, midway

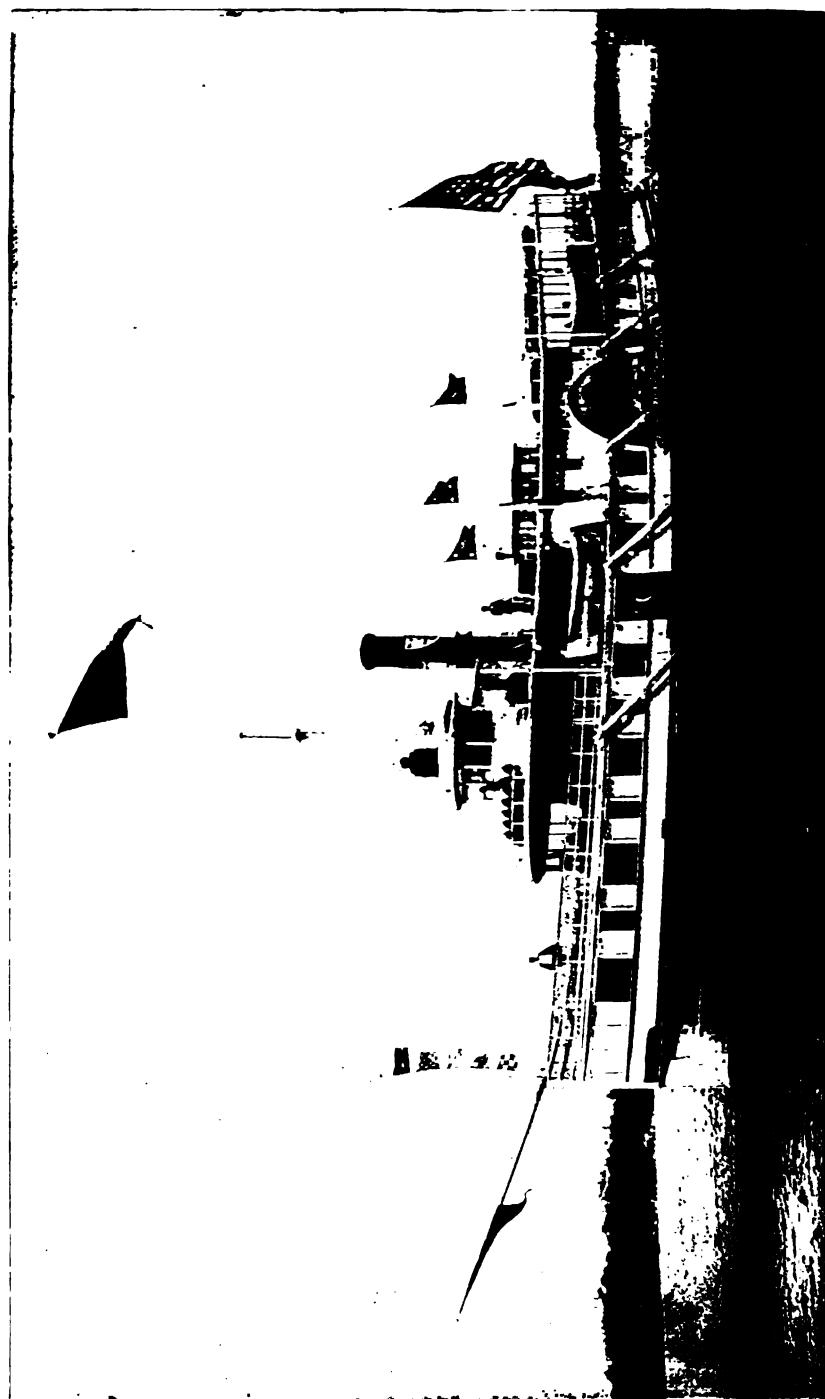
CENTRAL PARK. down the narrow and picturesque Ameri-

can channel. The Cottage Hotel here is famed for its excellent table.

Alexandria Bay, from its central position in the very

ALEXANDRIA BAY. heart of the Thousand

sand Island region, and from the vast improvements that have sprung up as if by magic within the past dozen years, both on the islands and the mainland, has achieved a world-wide reputation, and is visited annually by myriads of people, many of them from the remotest



STEAMER ST. LAWRENCE—IN THE THOUSAND ISLANDS—CONNECTS AT CLAYTON WITH NEW YORK CENTRAL TRAINS.

portions of the globe. Hotel accommodations are of the first class. The fame of the Thousand Island House exceeds the limits of the continent. It occupies a commanding position on the banks of the river, affording its guests enchanting views of the lovely scenery which surrounds it on every side.

The handsome Crossmon House stands upon a point looking out towards the river and the busy little bay from which the place derives its name. Mr. Chas. G. Crossmon, the son of the recently deceased founder of the property, is the active manager, and to his energy and ability are chiefly due the marked and growing success which attends the "Crossmon."



VIEW FROM THE CANADIAN SIDE—IN THE THOUSAND ISLANDS, REACHED BY THE NEW YORK CENTRAL.

The name of the Cornwall Brothers is familiar to all former visitors to Alexandria Bay. Well known as reliable merchants of long standing, they furnish supplies to camping parties and residents of the islands at the most reasonable rates. They also have the agency for the sale of excursion and regular tickets to Lakes George and Champlain, Montreal, P. Q., the White Mountains, Saratoga, Boston, Portland, New York, and, in fact, to all points—north, south, east and west.

Fast evening trains with through Wagner Palace sleeping cars leave New York by the New York Central during the season, arriving at Alexandria Bay for breakfast.



ONE OF THE MANY BEAUTIFUL SPOTS IN THE THOUSAND ISLANDS, REACHED BY THE NEW YORK CENTRAL.

The Empire State Express also makes through connections for Clayton during the season of Summer travel.

Return fast trains with through Wagner Palace sleeping cars leave Alexandria Bay in the evening and arrive in New York early next morning.

For excursion routes and rates see index.

TORONTO, ONT.

Toronto, the capital of the Province of Ontario, is situated on the northwest shore of Lake Ontario between the Don and Humber Rivers. It is one of the largest and most prosperous of Canadian cities, and possesses many fine public buildings, churches, libraries and parks.

The Niagara Navigation Company's palatial steamers "Chicora" and "Cibola" make three daily round trips between Toronto and Lewiston on the American shore, where direct connections are made at the steamer wharf with New York Central trains for Niagara Falls, fifteen miles distant. These trains are equipped with observation cars, affording grand views of the Niagara Gorge, Queenston Heights, Brock's Monument and the Whirlpool Rapids. To persons contemplating a visit to Toronto, this is commended as a particularly attractive route.

For excursion routes and rates see index.

TRENTON FALLS, N. Y.

The beauty of this lovely spot has been recorded by the pens of such gifted writers as Mrs. Kemble, N. P. Willis and George William Curtis.

Poets' fancies only should image the falls, they are so rich and rare a combination of quiet picturesqueness, of beauty and a sense of resistless force in the running water. You descend from a lofty wood into a long, rocky chasm. It is walled and paved with smooth rocks, and the thronging forest fringes the summit of the wall. Over this smooth pavement slips the river in those long, swift, still, foamless bounds, which vividly figure the appalling movement of a titanic serpent. The chasm also closes up the river, and you see a foamy cascade. Then, as if the best beauty and mystery were beyond, you creep along a narrow ledge on the rocky side of the throat of the gorge and reach the first large fall. A slight spray enfolds you as a baptism in the spirit of the place. Before you is a level parapet of rock; and the river, after sliding very shallowly over the broad bed above, concentrates and plunges in a solid amber sheet. Close by the side of this you climb, and pass along the base of the overhanging



mountain, and, stooping under the foot of an impending cliff, stand before the great fall, which has two plunges, a long one above, from which the river sheers obliquely over a polished floor of rock, and again plunges. The river bends here, and a high, square, regular bank projects from the cliff, smooth as a garden terrace, and perpetually veiled and softened by spray. It is one of the boldest and most beautiful points in the long ravine.

For exc'n routes and rates see index.

TRENTON FALLS, ADIRONDACK DIVISION—IN SIGHT FROM NEW YORK CENTRAL TRAINS.

VERGENNES, VT.

Vergennes is the oldest city in Vermont, and the smallest in point of area. It was incorporated in 1788, and is a little more than a mile square. It is situated on Otter Creek at the head of navigation. It was here that Commodore McDonough's fleet fitted out during the war of 1812. A United States arsenal is also located here.

For excursion routes and rates see index.

WATKINS GLEN, N. Y.

The lovely village of Watkins at the head of Seneca Lake is the Mecca of a vast pilgrimage of those who halt here to explore its peerless glen. This remarkable cañon—a water-worn rift in the mountain side, about three miles in length—is entered from its lower portals just at the head of the



PLUTO FALLS, WATKINS GLEN, REACHED BY THE NEW YORK CENTRAL.

village. It is celebrated the world over for its marvelous scenery, and differing in all its characteristics from any other remarkable locality of natural interest, it has as distinct an individuality as the Falls of Niagara, the Mammoth Cave or the Garden of the Gods.

The coaches of the several hotels of the place are always at the landing upon the arrival of boats, that of the Glen Mountain House, located above and in the Glen and operated in connection with the Glen property, being the usual one chosen by visitors.

Watkins is reached via the New York Central to Lyons or Geneva; thence either by the Fall Brook Railway or steamer on Seneca Lake; also via the New York Central to Canandaigua, and the Northern Central Division of the Pennsylvania Railroad.

For excursion routes and rates see index.

WATERBURY, VT. (MT. MANSFIELD).

Waterbury is so attractive in its situation and surroundings that many Summer tourists make it their headquarters. Mt. Mansfield and Camel's Hump, the highest of the Green Mountain peaks, are within easy riding distance, and enticing trout streams abound in the vicinity.

For excursion routes and rates see index.

WHITE MOUNTAINS, N. H.

The White Mountains rise from a plateau in Grafton and Coos Counties, New Hampshire, forty-five miles long by thirty miles broad, and 1600 feet above the sea level. The peaks cluster in two groups, of which the eastern is known as White Mountains and the western as Franconia Notch. They are divided by a table-land varying from ten to twenty miles in breadth. With the exception of the Black Mountains of North Carolina, several of these peaks are the highest elevations in the United States east of the Rocky Mountains.

 SEE INDEX FOR CIRCULAR TOURS TICKETS. 

WILLIAMSTOWN, MASS.

This town is beautifully situated in a mountain-enclosed valley, and is noted as the site of Williams College. Flora's Glen, where Bryant, then a student, wrote "Thanatopsis," the Cascades, Snow Glen and Sand Springs, so efficacious in the treatment of cutaneous diseases, are among the attractive resorts in the neighborhood.

Drawing-room cars will run through between New York and Williamstown during the Summer.

For excursion routes and rates see index.

WINOOSKI, VT.

Winooski is a prosperous manufacturing village, and quite prominent as a Summer resort. The scenery is exceedingly picturesque. Winooski Gorge and Falls are the principal attractions, and are often visited by tourists stopping at Burlington. South of the village on a hill stands a granite column which marks the grave of Ethan Allen.

For excursion routes and rates see index.



CALIFORNIA.



THE scenery of California is various, novel, magnificent. All its sights are peculiar and striking; the very color of the soil seems different from, and richer than, that you are accustomed to at home. The farm houses, with their broad piazzas, speak of a Summer climate; the flowers, brilliant at the roadside, are new to Eastern eyes, and at every turn new surprises await you.

San Francisco is the pleasure-seekers' great city. Its mammoth hotels, palatial in appointments as well as spacious in dimensions, can accommodate thousands. Adjacent, and easily and quickly reached, are numerous places of interest to all travelers. The people of the city are hospitable, and have that generous disregard of expense which is so characteristic of California, and which lavishes money without stint upon public and private buildings, and in the adornment of grounds and surroundings.

The Yosemite Valley is readily reached from San Francisco. The round trip can be made in four days. The Yosemite Valley is the tourists' paradise of California and the Pacific coast, if not of the world. It cannot be compared with Yellowstone National Park, because there are few points of similarity, and each is peerless in its own way. No other scene or series of scenes in the world presents the beauty of the one or the wonderful features of the other. Having seen the one, the tourist should see the other. The Yosemite Valley is set apart as a park, and is dedicated to the sightseers of the world. The points of interest are, El Capitan, Three Brothers, Washington Column, Cathedral Rocks, The Sentinel and Domes, Bridal Veil Falls, Yosemite Falls, Mirror Lake and Cloud's Rest.

Los Angeles, Santa Barbara, San Diego, Riverside, Santa Ana, and other cities and villages in Southern California are growing in favor with tourists, invalids and travelers generally. Embowered in vines, embellished with rare flowers, and fringed with orchards producing delicious fruits, they present a most enchanting and restful sight. For a winter vacation visit, Southern California is unequalled in attractions. The climate, productions, and natural scenery combine to restore health to the invalid and give enjoyment to all. In the Summer the trip is also pleasant, and should not be omitted from a tour of the Golden State.

For excursion routes and rates see index.



IN THE YOSEMITE VALLEY, CALIFORNIA.

COLORADO.



THE splendid scenery of Colorado has been the theme of full many a poet's fancies, many an artist's brush, the text of many a facile pen. It has been described, pictured and sung so often, that most people are familiar with the fame of its boundless beauties.

Denver, Queen of the Plains, the capital and chief city of Colorado, is situated on the right bank of the River Platte, fifteen miles from the east base of the Rocky Mountains, and is visited each year by thousands of tourists who seek its grand views, and revel in its genial climate. There are numerous hotels and handsome commercial buildings, churches and school houses, several theatres, large manufactories and elegant private residences.

Leaving Denver, and as the strife of commercial activity is left behind, and tall spires and steeples, and the mass of brick and stone no longer obstruct the vision, we get a glimpse of the beauties to come. Away in the distance, framed in the bluest of blue, are the Hills of God, the little ones tinged with the slightest shade of green and the taller ones capped with immaculate white snow. We are skirting those foot-hills, the outer pickets of the grand old mountains. To your left is the beginning of the Divide, to your right the everlasting hills. The green is now tinged with red, the rocks are assuming fantastic shapes. Off to the front and right rises a majestic pile, higher and grander and whiter than its fellows. Its white and hoary head towers in the blue of the sky until it seems to be bathed in everlasting sunlight. It is the famed Pike's Peak, the noblest of them all. We are at Colorado Springs, and so huge is this mass of rock that it appears as if we were treading upon its toes, but no, the base is still six miles distant as we look. We are off again, and now heading straight for the Peak. Soon great rocks in a thousand different shapes appear. There to the right in a sheen of gold and red is the "Garden of the Gods" with its great red and white monuments standing out distinctly to mark this favored spot. Now we are at Manitou, among the foot-hills in the midst of rocks, a moment basking in the brightest sunlight, then plunged into darkness, diving in and out of tunnels to make the Ute Pass ascent. The roar of the tunnel is hushed, and instead the murmur of the cascades is heard. We are in Cascade Cañon—charming cascade!—the picturesque cañon opening into the center of the western boundary.

If you have never visited Colorado, you are not yet prepared to die. If you are consumptive or debilitated, go there, with certain conviction

that you will be benefited, a high hope of permanent cure. If you love Nature, take this trip; meet her face to face in her grandest and most beautiful aspect.

For excursion routes and rates see index.



CLIMBING PIKE'S PEAK BY RAIL.

UTAH.



THE STATE OF UTAH is one grand garden teeming with fruit and flowers. It is larger than the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey and Delaware, all combined; and there is no region of equal area on the globe that overflows with more abundant riches of resource and possibility. But hearken, gentle reader, to Col. Pat Donan's glowing description:

"Utah was first settled by a detachment of Mormons, under the leadership of Brigham Young, in July, 1847; and there is no stronger argument in favor of the Mormon claim to divine revelations and inspirations, than the fact that they should have been led through nearly 3000 miles of unexplored wilderness, infested at every step by hostile savages, to such a 'Land of Promise,' where every promise finds so glorious fulfillment. Guided by the Jehovah-swayed 'pillar of cloud by day, and pillar of fire by night,' Israel of old wandered forty years in search of a 'promised land' that would hardly make a cow-lot in Utah.

"Lift all New England and New York bodily a mile above the level of the sea. Add five thousand feet to the height of Mount Washington, and seven thousand to that of Mount Mitchell. Throw in dozens of other peaks fully as high, all punching holes in the sky with their snowy crowns. Pile up, everywhere, hundreds on hundreds of mountains from ten to fourteen thousand feet high. Exaggerate fifty-fold all the wild notches and gorges and glens of eastern America, and multiply them by scores. Fill all the valleys to the mountain's feet with orchards and gardens, vineyards and grain-fields, bending beneath the burdens of their own magnificent fruitage; and dot the horizon-bounded pasture-lands with flocks and herds, waist-deep in the very wantonness of plenty. Underlay the whole vast area with gold and silver, zinc, copper, lead and iron ores; marble of a hundred hues; anthracite, bituminous and cannel coal; salt, sulphur, soda, lime and gypsum; and nearly every other metal and mineral in human use. As the dazzling bosom-jewel of the whole transcendent scene spread out the 2500 square miles of that majestic and mysterious lake, whose waters hold in solution wealth enough to pay all the national debts of the world, and leave a fortune for

every man, woman and child from Cape Cod to Yuba Dam. And over all throw the glory of a climate unsurpassed under heaven since sin and death climbed into Eden, and the translucent splendor of skies more radiantly sapphirean than ever bent their crystal arches above the far-famed, beggar-hemmed and flea-girt Bay of Naples, or the Lake of Como, on whose enchanted shores lay the bogus ranch of that glib-tongued bunco-steerer, Claude Melnotte—And—you have a poor, faint, puny approximation to an idea of Utah!"

For excursion routes and rates see index.



THE DEVIL'S SLIDE, WEBER CANON, UTAH—ON THE UNION PACIFIC SYSTEM.

YELLOWSTONE PARK.



THE YELLOWSTONE NATIONAL PARK, embracing an area of fifty-five miles in width from east to west, and sixty-five miles in length from north to south, or about 3575 square miles, situated in the northwestern corner of Wyoming in the Rocky Mountain Chain, was set aside by Act of the United States Congress of 1872, and devoted in perpetuity to the use and pleasure of the people as a National Park.

Dr. Talmage, after his return from the West several years ago, describing the scenery of the Yellowstone Park, said :



OLD FAITHFUL GEYSER, YELLOWSTONE PARK.

“ But the most wonderful part of the American Continent is the Yellowstone Park. My visit there made upon me an impression that will last forever. After all poetry has exhausted itself, and all the Morans and Bierstadts and the other enchanting artists have completed their canvas,

there will be other revelations to make, and other stories of its beauty and wrath, splendor and agony, to be recited. The Yellowstone Park is a geologist's paradise. In some portions of it there seems to be the an-



GREAT FALLS OF THE YELLOWSTONE.

archy of the elements—fire and water, and the vapor born of that marriage terrific. Geyser cones or hills of crystal that have been over 5000 years growing. In places, the earth throbbing, sobbing, groaning, quaking with aqueous paroxysm.

“At the expiration of every sixty-five minutes one of the geysers tosses its boiling water 185 feet in the air, and then descends into swinging rainbows. Caverns of pictured walls large enough for the sepulchre of the human race. Formations of stone in shape and color of calla lily, of heliotrope, of rose, of cowslip, of sunflower and of gladiola. Sulphur and arsenic, and oxide of iron, with their delicate pencils, turning the hills into a Luxemburg or a Vatican picture gallery. The so-called Thanatopsis Geyser, exquisite as the Bryant poem it was named after, and the so-called Evangeline Geyser, lovely as the Longfellow heroine it commemorates. The so-called Pulpit Terrace, from its white elevation,

preaching mightier sermons of God than human lips ever uttered. The so-called Bethesda Geyser, by the warmth of which invalids have already been cured, the Angel of Health continually stirring the waters. Enraged craters, with heat at 500 degrees only a little below the surface.

"Wide reaches of stone of intermingled colors—blue as the sky, green as the foliage, crimson as the dahlia, white as the snow, spotted as the leopard, tawny as the lion, grisly as the bear—in circles, in angles, in stars, in coronets, in stalactites, in stalagmites. Here and there are petrified growths, or the dead trees and vegetation of other ages kept through a process of natural embalment. In some places, waters as innocent and smiling as a child making a first attempt to walk from its mother's lap, and not far off as foaming and frenzied and ungovernable as a maniac in murderous struggle with his keepers."

The representatives of the New York Central & Hudson River Railroad are prepared to quote tourist rates covering all necessary expenses for a complete tour of the Yellowstone National Park, embracing a period of fourteen days from New York, or twelve days from Chicago.

The Park season opens June 1st and closes October 1st of each year.



CLEOPATRA TERRACE, YELLOWSTONE PARK.

A TRIP TO HAWAII.



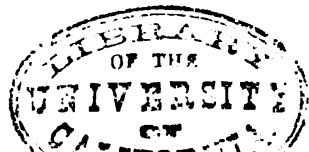
TRIP to the Hawaiian Islands from the Pacific Coast is perhaps the most enjoyable in the whole possible range of sea excursions. The distance, 2100 miles, is invariably covered in seven or eight days.

The voyage is pleasure sailing from beginning to end, day after day bringing fresh delights. Arrived at Honolulu, there lies before the tourist a most interesting and delightful study. He is astonished at the grandeur and luxuriance of the vegetation. The marvelous and ever-changing color of the opaline sea fills him with pleasure and wonder; the soft and fragrant air, the refreshing showers which keep the landscape perpetually green, and the abundant streams of limpid water thrill him with the realization that he is at last in fairy-land.

There are so many strange and beautiful things to be seen in the Hawaiian Islands that it is really difficult to tell the tourist where to begin. Honolulu itself is a bower of beauty, and is, moreover, a place of great historic interest. The ascent of Punchbowl, which overlooks the city, has been rendered easy by the public spirit of the Hawaiian government, which has built a fine carriage drive to the summit, whence a superb view of the city and harbor, Diamond Head, Pearl River and the Waianae Range is obtained.

A very complete system of street railroads renders travel through the principal thoroughfares of the city and suburbs cheap and expeditious; but most visitors will prefer to view the city leisurely, and enjoy the wealth of foliage and bloom on every side, as they stroll along the streets, protected from the sun by overshadowing branches.

The chief places of interest in the city of Honolulu are the Palace and Government buildings. With proper introduction to the Queen's Chamberlain access may be had to the Palace, a handsome modern residence standing in extensive pleasure grounds. The Government buildings are opposite the Royal Palace, fronting on Palace Square and King Street. This is a concrete structure of considerable architectural merit, and contains the various departmental offices and the Supreme Court and Judicial Chambers. The Legislature of the kingdom meets in the main hall of the building, where the sessions of the Supreme Court are also held. In the well-kept grounds of the Government buildings stands a bronze statue of Kamehameha the Great in full war costume of a Hawaiian chief. The likeness to the founder of the Hawaiian monarchy is said to be perfect.



A TRIP TO JAPAN.



ORIENTAL Japan may now be reached from the Atlantic seaboard in the same time that a few years ago was required to merely cross the Pacific Ocean. The former nineteen days' sea voyage has been shortened to twelve, while modern luxuries and comforts make the transcontinental trip and the steamship passage a delightful excursion.

From New York to the Pacific Coast the finest sleeping cars run over the New York Central & Hudson River Railroad and its immediate connecting lines, affording travelers the opportunity of seeing Albany, Utica, Syracuse, Rochester, Buffalo and other busy cities that line this thoroughfare; the Falls of Niagara, and Detroit, if the route chosen be by the New York Central and Michigan Central Railways; or the great manufacturing cities of Dunkirk, Erie, Cleveland and Toledo, if the New York Central and Lake Shore & Michigan Southern Railroads be selected.

From Chicago, the Western metropolis, a diversity of routes is offered, each having its special attractions; but the great mountain ranges of the Sierras must be climbed, the cañons skirted and the rivers crossed and recrossed before merging on the Pacific slope.

From the Pacific Coast the steamships of the Occidental and Oriental Co., of the Pacific Mail Co., and the Royal Mail steamships of the Canadian Pacific Railway land the passengers at Yokohama (sometimes stopping at the Sandwich Islands) in from fourteen to seventeen days.

Yokohama, the natural gateway to Japan (125,000 population), gives the visitor his first impressions of orientalism. While enjoying the mod-



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ern comforts of either the Grand, Club or Oriental hotels, he may, from the foreign settlement in which they are located, walk to the native town in ten minutes. Here street after street, filled with the quaint little shops of the Japanese, may consume days in traversing. Silks, crepes, bronzes, porcelains and lacquers tempt the eye, while the long-robed native trader

never tires of producing from unseen closets and pretty little wooden boxes the curios and ivory carvings which represent weeks and months of patient artistic toil.

The coolie with his jinrikisha or man-carriage will, for twenty sen (say fourteen cents per hour), take you through a maze of streets thronged with the good-natured people, who, in answer to the cry of the coolie, mayhap may not in time avoid the wheels of your vehicle. Do they, as in America, hurl anathemas at you? Not at all. They turn around and apologize for their stupidity in causing the collision.

A jinrikisha ride over the bluffs, where the foreign residences are located, to Mississippi Bay, so named from the fact that Commodore Perry's ship of that name there cast anchor in 1854; to Tomioka on the Gulf shore, where in Spring the cherry blossoms and azalias are a glorious sight; or to Kanagawa, opposite Yokohama, where, by ascending the hill back of the town, a magnificent view of Yokohama and the bay is had—give one an excellent idea of Yokohama's suburbs.

Kamakura, with its bronze figure of the Buddha (Daibutsu) forty-nine feet high, the golden thirty-foot figure of Kwannon, the Goddess of



From "Japan As We Saw It," by permission.

Mercy, and the Temple of Hachiman, the God of War, with its countless stone steps and approach through an avenue of trees, is reached by rail within two hours, or by rail to Fujisawa in an hour, and thence by jinrikisha, stopping at Enoshima, the temple island, on the way.

Miyanoshita, amid the Hakone Hills, with its delightful hotels, the Fujiya and Naraya, may be visited by a two hour's rail ride, one hour in tram car and five miles climb in jinrikishas over a road creeping up the mountain sides, on the edge of abysses or past the foot of cascades falling from dizzy heights. The daintily robed little hotel girls care for your baggage, black your boots, see to your bath, serve your meals, and if the "entente cordiale" has been formed, your departure will be "solemnized" by regretful "sayonaras" (good-byes) and wishes for your speedy return.

A four hours' ride in the mountain chair carried on the shoulders of four coolies will take you across the hills to Hakone Lake, where one of

the Mikado's palaces and a fine view of distant snow-capped Fuji, the sacred mountain, is seen. Ojigoku, the "little hell" or boiling mud springs; Kiga, a pretty village perched on the mountain side with a gorge at its feet; Dogoshima, a hamlet down in the ravine below Miyanoshita, are all within easy walking distance. Two quick running coolies will draw you in five hours to Atami in the Province of Idzu, where at the semi-foreign Hotel Higuchi, overlooking the sea, you may



From "Japan As We Saw It," by permission.

revel in the natural hot salt-soda baths for which the place is renowned. Looking seaward, the ever smoking island of Oshima stands solitary and alone. The sea-girt road you have traveled to Atami will hold a place in the memory forever — now almost on a level with the sea, again at two or three hundred feet height on the mountain side, but always with the bright green waters of Japan within a stone's throw. To visit the neighboring places mentioned, however, you must have a Japanese local passport, which your Consul at Yokohama will obtain within an hour for the asking; for the foreigner without a passport cannot purchase a railway ticket to, or get accommodation or food at an inn beyond the treaty limit, which is approximately twenty-five miles outside the five treaty ports of Yokohama, Kobe, Nagasaki, Niigata and Hokodate.

Tokio, the capital, a city of nearly one and a half millions population, is only eighteen miles by railway from Yokohama, with nineteen daily trains in each direction. Every comfort is afforded at the Imperial Hotel, overlooking the Imperial Palace grounds, or at the Club Hotel on the bay in the foreign settlement of Tsukiji. Ueno and Shiba Parks with their temples, Toriis, lotus ponds, figures in bronze and wood, flowers and cherry avenues, numberless curved bridges crossing the river

and canals which intersect the city in every direction, miles of Japanese shops, the 320 foot high tower of "Junikai" with the five-storied Asakusa pagoda near at hand, a visit to one of the theatres with its revolving stage and queer performances, the gardens of the Arsenal, and last but not least, the dancing of Geisha girls and playing by Samisen girls, leave not a moment for *ennui* during the daylight hours, while a night ride down the Ginza, an avenue of shops, and back through other thoroughfares with their countless paper lanterns, banner signs swinging from bamboo poles, and the throng of long-robed and wooden-soled natives, furnish material for dreams rivalling the story of Alladin.

Nikko, the place of temples, is reached by railway in five hours from the Ueno station, in Tokio. The principal street in Nikko, leading from the station at a distance of two miles, crosses the Diagawa River by a public bridge. The Red Lacquered or Sacred Bridge, closed to all mortals save the Mikado, is passed on the right, and regarding it, in connection with the visit of General Grant to Japan, the incident is related that the



Great Gate-Nikko.

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Mikado, wishing to specially honor his guest, ordered that the Sacred Bridge should be thrown open to him. The General, having read the translation of the edict, knocked the ashes from his cigar, and told his interpreter to cross the public bridge, saying: "I will be the last person to break a law of Japan."

The temples of Nikko, by reason of situation and exterior and interior magnificence, are the finest in the world. Days and weeks may be consumed in their inspection and traditions, but the whirlpool and cascades about Nikko, and a chair or horseback ride to Chuzenji Lake, where the natives catch fish with trained hawks, invite your attention. Off to the west, by a long jinrikisha journey, you come to Kasatsu, where the medical baths and the primeval customs of the bathers do not permit of description. Back through Tokio and Yokohama, and by one of the fine steamers of the Japanese Line around by sea to Kobe in twenty hours, or by the Imperial Government Railway passing the base of Fuji Mountain, through tea orchards, bamboo forests, interminable rice fields and well tilled farms, you come to Nagoya, with its old castle, temples and potteries; Gifu, a



From "Japan As We Saw It," by permission.

place of silk industry; Kioto, a city of nearly half a million people, filled with places and objects of interest, where a dash down the Kutsuragawa rapids must not be omitted; while visits to the silk stores, if a lady be with you, results in purchases that will lighten your bank account.

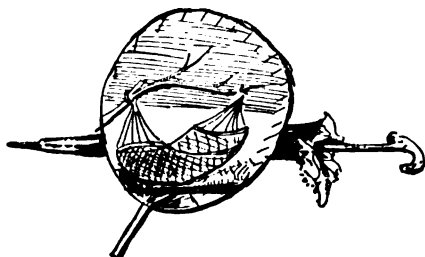
A little farther on, Osaka, the "Venice of Japan," with its half million inhabitants is reached. The old castle, the mint, a stroll through the narrow, sidewalkless streets, a sampan (boat) trip by canal and river to one of the suburban tea-houses located on the water's edge, where you see more Geisha dancing and again hear the twang-twang of samisens, will consume two days. A rail or jinrikisha ride of twenty miles to Nara, with its beautiful little lake and pagoda; a rail trip of eight miles to Sakai,

where are made the blue and white rugs you have seen everywhere in Japan, will occupy one more. An hour's ride by rail to Kobe, the tea emporium of the country, brings you again into a semi-foreign atmosphere. Here the Nunobiki waterfalls are worth the twenty minutes' ride necessary to reach them. Articles made of bamboo are the special purchasable novelty in Kobe. Lacking letters of introduction, your personal card will gain a welcome to the Kobe Club, where you will meet pleasant people, and have the opportunity of devouring news from home, for files of American papers are found in the comfortable reading room.

Once a week steamers of the Japanese Company leave Kobe for the 329 miles' trip through the Inland Sea, unquestionably the most picturesque body of water in the world. Steaming between myriads of islands where at times no passage is discernible, past towns dotting the shores, you traverse parts of five distinct seas or inland lakes, until anchor is dropped at Shimonoseki, and a scene you will never forget, that of coaling the ship by the semi-nude natives (men and women) is enacted. Twelve hours more on the same steamer lands you at Nagasaki, in the province of Kyushu, the place of tortoise shell manufactures. From there trips to Mogi, Ureshino (where the bathers scorn bath costumes), Arita and its potteries, Tsugi and a twenty-five mile boat dash down the Kumagawa rapids, and a hundred other interesting places and things may be enjoyed.

From Nagasaki, thirty-two hours' sail will land you at Shanghai, in China, ready for a trip through the celestial kingdom.

We have alluded here to only fractions of what may be seen in this wonderful country, and all as safely as one may travel in America. A lady may perform the journey with comparative ease and comfort, and the expense while in Japan may safely be put at \$6.00 (gold) per day per person. A letter of credit or bank drafts provide Japanese money at the banks in Yokohama, Kobe and Nagasaki, and your Consul, at any of these three cities, will procure from the government in Tokio a special passport permitting you to go to the places named therein.



TERMINAL FACILITIES.

GRAND CENTRAL STATION.

**Eastern Passenger Terminus of the New York Central & Hudson River Railroad.
In the Center of the Hotel District, and the Only Trunk Line
Station in the City of New York.**

Grand Central Station, which is the New York City passenger terminus of the New York Central & Hudson River Railroad, is situated at Fourth Avenue and Forty-second Street, the very center of the city.



GRAND CENTRAL STATION OF THE NEW YORK CENTRAL, FOURTH AVENUE AND 42D STREET, NEW YORK.

It contains the general offices of the New York Central & Hudson River Railroad, the New York, New Haven & Hartford Railroad and the New York & Harlem Railroad, with their hundreds of employees. The financial offices of the Lake Shore & Michigan Southern Railway, Michigan Central Railroad, Canada Southern Railroad, and several other companies are also located in this building, as well as the offices of the Westcott Express Company and the New York Transfer Company.

The New York Central & Hudson River Railroad makes connections at Grand Central Station with all trains on the New York, New Haven & Hart-

ford and New York & Harlem Railroads, and from the east side of the Annex, and under the same cover, the cars of the Third Avenue Elevated Railway start, making connections for the extreme southern part of the city and Brooklyn, as well as the northern portion of the city. The cars of the Fourth Avenue surface railroad leave from the Annex, and run down Fourth Avenue through the Bowery to City Hall and the Post-Office. The Forty-second Street surface lines pass in front of the station, and cross every north and south line of surface as well as of elevated railroads. The Boulevard cars also pass in front of Grand Central Station on Forty-second Street, running west to Seventh Avenue, and thence north to the end of the Boulevard. The Madison Avenue cars also pass in front on Forty-second Street, and run north on Madison Avenue to Mott Haven Station. Another line of cars leaves in front of the station for the 34th Street and 23d Street ferries on the East Side, and crosses to the steamship docks and Hoboken and Jersey City ferries on the West Side.

Grand Central Station has a frontage of 374 feet on 42d St., and a depth of 688 feet on Vanderbilt Ave., embracing a superficies of 257,312 square feet.

It is estimated that on an average 50,000 persons per day arrive at and depart from this station. During every working day nearly 300 trains (about 1500 cars) arrive at and leave the station. The station contains nineteen tracks, of which twelve are devoted to outgoing and seven to incoming trains.

UP-TOWN STATION, 138TH STREET.

For the accommodation of up-town residents the New York Central & Hudson River Railroad maintains a handsome and perfectly appointed



Copyright, 1895, by Moses King.

UP-TOWN STATION OF THE NEW YORK CENTRAL, 138TH STREET, NEW YORK.

passenger station at 138th Street, New York, at which most of the fast express trains stop.

Tickets reading to New York by the New York Central & Hudson River Railroad or the New York & Harlem Railroad, will be available on all trains, either to the Grand Central Station or to the Up-Town Station, 138th Street, as preferred, if presented on trains scheduled to stop at the latter station.

The building occupies about one acre of land, and is unquestionably the finest way station on the continent.

Connections are made in Union stations at Albany, Troy, Schenectady, Herkimer, Utica, Syracuse, Rochester and Buffalo, with railroads diverging.

PASSENGER EQUIPMENT.

The passenger equipment of the New York Central includes the fastest and most powerful engines, the finest coaches, and the most conveniently and elegantly appointed drawing-room, sleeping, dining, compartment and observation cars that have been built by the Wagner Palace Car Company, which means, as all travelers will admit, that they are the finest in the world. In our limited space we can not attempt even a brief description of the peculiar features of this equipment, but take pleasure in directing attention to the illustrations on this and succeeding pages which will convey a fair idea of the minute attention given to detail, and the luxurious accommodations provided for travelers. For further particulars reference should be made to "Four-Track Series" No. 1, entitled "The Luxury of Modern Railway Travel."



INTERIOR TRAIN SHED, GRAND CENTRAL STATION, NEW YORK.

YORK Four Days Stage-Coach.

Begins on Friday the 12th. of April 1706.

ALL that are desirous to pass from *London to York*, or from *York to London*, or any other Place on that Road; Let them Repair to the *Black Swan* in *Holbourn* in *London*, and to the *Black Swan* in *Coney-street* in *York*.

At both which Places, they may be received in a Stage Coach every *Monday, Wednesday and Friday*, which performs the whole Journey in Four Days, (if *God permits*.) And sets forth at Five in the Morning.

And returns from *York to Stamford* in two days, and from *Stamford by Huntington to London* in two days more. And the like Stages on their return.

Allowing each Passenger 14^l weight, and all above 3^d & 4th Pound.

Performed By { *Benjamin Kingman,*
Henry Harrison,
Walter Baynes,

Also this gives Notice that *Newcastle Stage Coach*, sets out from *York*, every *Monday*, and *Friday*, and from *Newcastle* every *Monday*, and *Friday*.

*Recd. in pt. 05-00-0 of Mr. Bodding for 5 plch
for Monday the 3 of June 1706.*

A RARE COMPARISON.

The accompanying cut is a photograph of the original announcement printed in 1706 which explains itself. The trip occupied four days at that time by stage-coach, and is now made by rail in about five hours. The handwriting at the bottom is a receipt for the payment of £5 for five seats.

ADIRONDACK DIVISION.

GEOGRAPHICAL LIST OF STATIONS, CONTIGUOUS POINTS, STAGE LINES, STEAMER ROUTES AND RAILROAD CONNECTIONS.

Utica, Track connection with New York Central & Hudson River Railroad (main line); West Shore Railroad; Delaware, Lackawanna & Western Railroad; Rome, Watertown & Ogdensburg Railroad, and New York, Ontario & Western Railway.

Herkimer, Track connection New York Central & Hudson River Railroad (main line). Street car to Mohawk, $1\frac{1}{4}$ miles, connecting at Mohawk with West Shore Railroad.

† **East Bridge**.

Middleville, Stage to Fairfield, 3 miles.

† **Fenner's Grove**.

Newport, Stage to Norway, 4 miles.

Poland, Stage to Cold Brook, 2 miles; to Gray, 8 miles.

† **Gravesville**.

† **Trenton Falls**, † Stage to Moore's Hotel, $\frac{1}{4}$ mile.

Prospect, Stage to Grant, 5 miles; to Ohio City, 10 miles; to Northwood, $8\frac{1}{2}$ miles; to Morehouseville, 25 miles. * Team to North Lake, 24 miles; to South Lake, 26 miles; to Honnedaga Lake, 33 miles; to Plasco Lake, 35 miles; to Lake Pleasant and Sacandaga Lake, about 40 miles. { **Hinckley Station** is $2\frac{1}{4}$ miles nearer these points. Stage from Prospect passes through Hinckley.

Rome, Track connection Rome, Watertown & Ogdensburg Railroad.

† **Honnedaga**, * Team to Honnedaga Lake, North and South Lakes.

Forestport, Stage to Forestport Village, 1 mile. Stage to Alder Creek Village, about $3\frac{1}{2}$ miles.

White Lake, * Team to Woodhull Lakes, 11 miles; boats thence to Bisby Lakes.

† **Otter Lake**, Otter Lake close to Railway.

† **McKeever**, * Team for Moose River Village, 4 miles.

† **Minnehaha**, Nearest station to Nelson Lake.

Fulton Chain, † Stage to Old Forge House, $1\frac{1}{2}$ miles. * Teams for Little Moose Lake (Mountain Lodge). During the Summer season connection is made at Old Forge with Steam Yacht for the Head of Fourth Lake (12 miles) through First, Second, Third and Fourth Lakes, Fulton Chain; connection is also made at the Head of Fourth Lake for Raquette Lake (13 miles).

Passengers are transported from Head of Fourth Lake to Raquette Lake, via Fifth, Sixth, Seventh and Eighth Lakes and Brown's Tract Inlet (13 miles) by rowboats. Three short carries, or portages, relieve the journey from becoming monotonous.

Blue Mountain Lake, Forked Lake and Long Lake are easily reached from Raquette Lake; the first two by steam yacht, and the latter via stage from Blue Mountain Lake.

† **Clearwater**, Clear Pond near by.

† **Big Moose**, Nearest station to Big Moose Lake and Second Lake (north branch).

† **Wood's Lake**.

† **Beaver River**, Nearest station to Fenton's No. 4 and Beaver River Club's Park.

Little Rapids, † Ne-ha-se-ne Park.

Ne-ha-sa-ne, † Private stations.

† **Bog Lake**, Bog Lake.

Horseshoe Pond, Station situated on shore of Horseshoe Pond.

† **Childwold Station**, † Stage to Hotel Childwold, 5 miles; to Gale's Pond View House, 6 miles.

Piercefield, Station for Piercefield Falls.

Tupper Lake Junction, Stage to Tupper Lake Village, 2 miles. * Teams for Hotel Wawbeek,

11 miles. † Steam Yacht on Big Tupper Lake for Moody's and Tupper Lake

House, also to Bog Falls. Track connection Northern Adirondack Railroad.

Saranac Inn Station, † Stage to Saranac Inn (Hotel), 1 mile; connecting with steam yacht for

† Hotel Wawbeek, 8 miles; † Rustic Lodge, 8 miles; † Saranac

Club, 8 miles; † Hiawatha House, 9 miles.

Lake Clear, † Stage to Rice's, on Lake Clear, $1\frac{1}{2}$ miles. * Teams to camps on Upper St. Regis Lake.

Saranac Lake, † Stage to Hotel Ampersand, 1 mile; to Hotel Algonquin, $1\frac{1}{2}$ miles; * to

Saranac Lake House, $1\frac{1}{2}$ miles; SARANAC & LAKE PLACID RAILROAD to Ray

Brook, 4 miles; to Mirror Lake and Lake Placid, 9 miles, connecting at Lake

Placid with Stage to Cascade Lakes, 9 miles; Adirondack Lodge, 9 miles;

Keene Valley, 20 miles; St. Hubert's Inn, 23 miles; Elizabethtown, 27 miles.

Paul Smith's Station, † Stage to Paul Smith's Hotel, 4 miles. * Team to Meacham Lake, 15

miles. * Stage to Bloomingdale, $4\frac{1}{2}$ miles.

† **Rainbow Lake**, Wardner's, close to station. * Team to Meacham Lake, 15 miles.

† **Onchlata**.

† **Lake Kushaqua**, Lake Kushaqua near by.

Loon Lake, † Stage to Loon Lake House, 3 miles, connection Chateaugay Railroad.

† **Mountain View**, Indian Lake near by. * Teams to Meacham Lake, 14 miles; Duane, 7 miles;

Ayer's on Lake Duane, 12 miles.

Owl's Head (Ringville), station for Ragged Lake.

† **Chasm Falls**.

† **Whippleville**.

Malone, Track connection Central Vermont Railroad, O. & L. C. Div. Track connection St.

Lawrence & Adirondack Railway for Ottawa, Montreal and Quebec. * Teams to

Duane and Ayer's on Lake Duane, also to Lower Chateaugay Lake.

* Arrangements should be made in advance for teams. † During Summer season only.

† At places marked "†" there is no Station Agent. Baggage checked to these points must be called for by owner at the baggage car on arrival of train; otherwise it will be carried to the next regular station.

SEASON OF 1895.**Steamboat and Stage Line Schedules.****SUBJECT TO CHANGE.****LEAVITT'S LINE OF STAGES.**

Four-horse tally-ho coaches run from July 1st to October 15th, daily, except Sundays, between Riverside Station of the Adirondack Railway and Schroon Lake Steamboat Landing, stopping at Loon Lake and Pottersville. Leave Riverside 12.20 p.m. and 4.53 p.m. Leave Schroon Lake Steamboat Landing at 1.30 p.m. and 6.00 p.m. Forty minutes allowed on all trips for meals at Pottersville. Trip occupies about two hours. Connections are also made Saturday mornings with sleeper from New York Friday nights.

SCHROON LAKE STEAMBOAT LINE.

Steamer "Effingham" runs daily, Sundays excepted, from July 1st until September 15th, between Schroon Lake Valley and Pottersville, landing at Adirondack, Grove Point and Lake View Point. Leave Pottersville at 8.10 a.m. and 2.50 p.m. Leave Schroon Lake at 6.10 a.m., 11.25 a.m. and 4.40 p.m. Time of trip about one hour and fifteen minutes. Forty minutes allowed on all trips for meals at Pottersville.

ADIRONDACK STAGE COMPANY (LIMITED).

Four-horse stages, six-horse tally-ho coaches and covered spring buckboards run from July 1st to October 15th daily, Sundays excepted, between North Creek Station of the Adirondack Railway and Blue Mountain Lake, stopping at North River, Summit Springs, Indian River, Indian Lake, Cedar River and Forest House. Leave North Creek at about 12.45 p.m. daily, and at 6.15 a.m. Saturdays only. Leave Blue Mountain Lake at about 7.45 a.m. Trip occupies about five hours. Thirty minutes allowed on all trips for meals at North River.

TRENTON FALLS STAGE LINE.

Stages run from R. & O. R.R. Station at Trenton Falls to Moore's Hotel, connecting with all through trains, during the pleasure season. Distance one-quarter of a mile.

KENT'S CARRIAGES.

Conveyances may be secured by communicating with Bion H. Kent, East Steuben, N. Y., for Honnedaga Lake, North and South Lakes, from Honnedaga Station on the Adirondack Division.

OLD FORGE STAGES.

Earl's Adirondack 'buses between Fulton Chain Station, Adirondack Division, and Old Forge daily, including Sunday, connecting with all trains during Summer season. Distance about two miles. Trip occupies about twenty minutes.

FULTON CHAIN STEAMERS.

Steamers will leave Old Forge daily, including Sundays, during the pleasure season, connecting with morning stage from Fulton Chain Station, Adirondack Division, calling at all the landings on First, Second, Third and Fourth Lakes of the Fulton Chain, and returning leave Head of Fourth Lake during the afternoon, reaching Old Forge to connect with evening trains south-bound.

During the Summer months an additional trip will be made by the steamers in each direction to accommodate travel.

FULTON CHAIN AND RAQUETTE LAKE TRANSFER LINE.

A transfer line of large rowboats will be in operation between the Head of Fourth Lake and Raquette Lake during the season of 1895. Boats will run from Head of Fourth Lake to Head of Fifth Lake, where a short carry or portage is made to Sixth Lake. Boats on Sixth and Seventh Lakes; portage from Seventh to Eighth Lakes; boats on Eighth Lake; portage to Brown's Tract Inlet; boats to Raquette Lake. Distance about thirteen miles. Baggage is hauled over the carries by teams.

HAYES' STAGE LINE.

Stages run between Tupper Lake Junction and Tupper Lake Village, connecting with all Adirondack Division trains, daily, including Sundays. Distance about one and one-half miles.

TUPPER LAKE BOAT LINES.

One or more steam yachts operate on Big Tupper Lake, plying between Tupper Lake Village and "Moody's," Tupper Lake House, and all landings on the lake. Trips are made at hours convenient to trains of the Adirondack Division.

INGOLD'S CARRIAGE LINE.

Carriages run daily, including Sunday, between Childwold Station (Adirondack Division), and Hotel Childwold, also Gale's Pond View House, during Summer season, connecting with all through trains. Distance between five and six miles. Trip occupies one and one-half hours.

SARANAC INN STAGE LINE.

During the Summer season stages connect with all Adirondack Division trains at Saranac Inn Station daily, including Sundays, for Saranac Inn on Upper Saranac Lake. Distance about two miles. Time twenty minutes.

SARANAC INN STEAMERS.

Steamers make close connections with Saranac Inn Stages at Saranac Inn (Hotel), plying on Upper Saranac Lake, calling at Hotel Wawbeek, Rustic Lodge, Indian Carry, Saranac Club, and all landings on the lake. Steamers run daily, including Sunday.

RICE'S STAGES.

During the tourist season stages will run between Lake Clear Station (Adirondack Division) and Rice's Hotel, also the camps on Upper St. Regis Lakes.

PAUL SMITH'S STAGE LINE.

Tally-ho coaches connect with all Adirondack Division trains at Paul Smith's Station, during Summer season, for Paul Smith's Hotel. Distance four miles. Time about thirty minutes.

ROBESON'S CARRIAGE LINE.

Carriages will connect, during July and August, with trains of Adirondack Division at Paul Smith's Station for Bloomingdale Village, on notice to W. A. Robeson, Bloomingdale, N. Y. Distance four miles. Time about thirty minutes.

CHASE'S STAGE LINE.

Stages connect during pleasure season with all Adirondack Division trains, at Loon Lake Station, for Loon Lake House, three and one-half miles. Time about forty minutes.

MEACHAM LAKE CARRIAGES.

Carriages will meet Adirondack Division trains at either Paul Smith's Station or Rainbow Lake, upon telegraphic advice being sent to A. R. Fuller, Meacham Lake, N. Y., a day in advance.

AMPERSAND CARRIAGE LINE.

Carriages will meet all Adirondack Division trains at Saranac Lake Station, during Summer season, for Hotel Ampersand, three-quarters of a mile distant. Daily, including Sunday.

HARDING'S CARRIAGE LINE.

Same as above—for Hotel Algonquin, one and one-half miles distant. Daily, including Sunday.

AYERS' CARRIAGES.

Conveyances from Malone to Ayers' Hotel on Lake Duane may be procured by corresponding with W. J. Ayers & Son, Duane, N. Y.

CHATEAUGAY LAKE STAGES.

Stages meet all Chateaugay R.R. trains at Lyon Mountain Station for "Ralph's Hotel" and the "Chateaugay." Distance about four miles.

AGNEW'S STAGE LINE.

Daily stages between Lake Placid and Elizabethtown.

KEENE HEIGHTS STAGES.

Stages twice daily between St. Hubert's Inn, Keene Valley and Elizabethtown, during summer season.

WESTPORT AND ELIZABETHTOWN STAGES.

Stages connect with all D. & H. R.R. trains at Westport to and from Elizabethtown.

KEENE VALLEY CARRIAGES.

G. W. Egglefield, of Tahawus House, will send carriages to Lake Placid, on notice, for passengers destined to Keene Valley.

CAYUGA LAKE TRANSPORTATION CO. (LIMITED).

Commences running about June 1st. The regular express and passenger steamer "Frontenac" leaves Ithaca at 10.00 a.m., connecting with morning trains on the Delaware, Lackawanna & Western, Lehigh Valley & Pennsylvania Railroads, via Elmira, where passengers have two hours to visit Cornell University, campus and buildings. Passengers can stop over at Glenwood, Taughannock Falls (220 feet high), Frontenac Beach, Kidders, Cayuga Lake Hotel, Sheldrake and Aurora; arriving at Cayuga at 2.00 p.m.; close connections with New York Central Railroad for Niagara Falls, Buffalo, Watkins Glen, Rochester, Syracuse, Albany, New York, Boston and Adirondack Mountains. Return trip leaves Cayuga on arrival of New York Central east and west trains, about 3.30 p.m. Arrives at Ithaca 7.15, connecting with all trains going south and west. Meals served on steamer, fifty cents. Stop-over allowed on notice to Captain.

CHAMPLAIN TRANSPORTATION COMPANY.

Steamer "Vermont" commences running about May 27th, and continues until the close of the first week in October. It plies between Plattsburgh and Fort Ticonderoga, making intermediate landings at Bluff Point, Catholic Summer School, Port Kent, Burlington, Essex, Westport, Port Henry, Fort Frederic and Crown Point. Leaves Plattsburgh at 7.00 a.m.; leaves Fort Ticonderoga at 1.30 p.m. Meals served on board; breakfast and supper seventy-five cents, dinner one dollar. Trip occupies about five

hours and a half. This boat is furnished with about forty staterooms which can be secured at reasonable rates for the accommodation of lodging or day trips.

Steamer "Chateaugay" commences running in April, and continues until about December 25th. Plies between Westport and the islands in the northern part of Lake Champlain, touching at Basin Harbor, Thompson's Point, Cedar Beach, Essex, Willsboro Point, Burlington, Port Kent, Port Jackson, Bluff Point, Catholic Summer School, Plattsburgh, and the Island landings. Leaves Westport 7.00 a.m., returns 7.00 p.m. Dinner seventy-five cents. No trips on Sundays.

CANANDAIGUA LAKE STEAMBOAT COMPANY.

Steamers "Onnalinda," "Ogarita" and "Seneca Chief" commence running about April 1st, and continue until the early part of December, plying between Canandaigua and Woodville daily, including Sundays, from June 15th until September 1st (before and after which dates no Sunday trips are made), making intermediate landings at Seneca Point, Vine Valley, Cooks, and private landings, at which stops are made on signal. Leave Woodville at 6.00 a.m. and 2.00 p.m., arriving at Canandaigua 8.30 a.m. and 4.30 p.m. Leave Canandaigua at 9.45 a.m. and 5.20 p.m.

CHAUTAUQUA STEAMBOAT COMPANY.

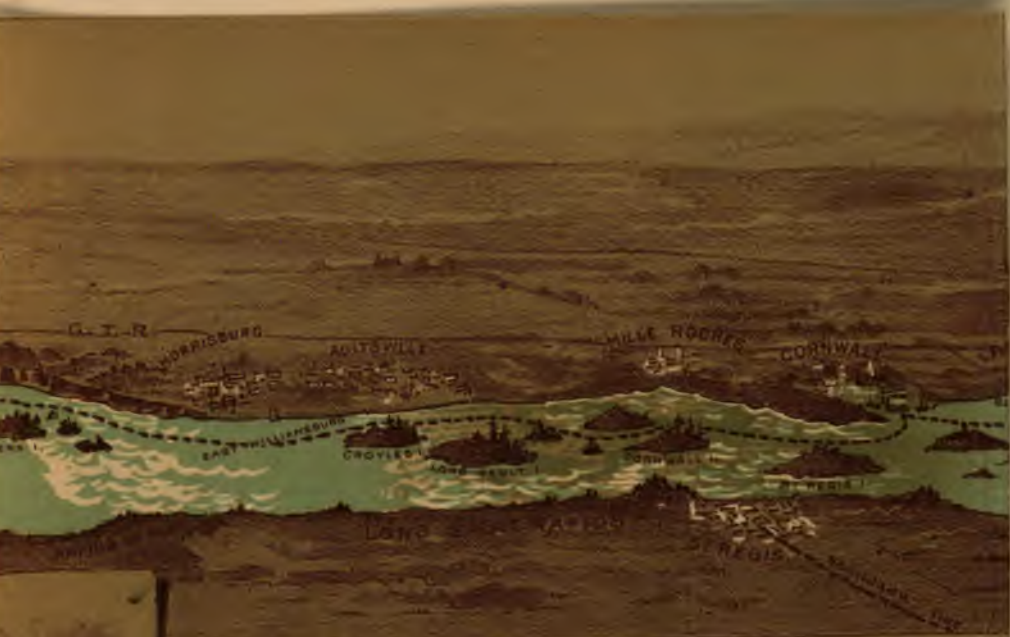
Steamers "City of New York," "City of Chicago," "City of Cincinnati," "City of Cleveland," "City of Buffalo," "City of Pittsburg," "City of Erie," and "City of Jamestown" run from May 1st to November 1st, between Jamestown, Lakewood, Greenhurst, Griffiths' Point, Bemus Point, Long Point, Maple Springs, Point Whiteside, Point Chautauqua, Chautauqua (the great assembly grounds) and Mayville. Connections are made at Mayville with all trains on the Western New York & Pennsylvania Railroad, and via Western New York & Pennsylvania Railroad at Brocton with Lake Shore & Michigan Southern and New York, Chicago & St. Louis Railways at Lakewood with all trains on the New York, Pennsylvania & Ohio Railroad; at Jamestown with all trains on the New York, Pennsylvania & Ohio Railroad; New York, Lake Erie & Western Railroad and branches; Dunkirk, Allegheny Valley & Pittsburg Railroad, giving direct connection with New York Central & Hudson River Railroad for all points east.

LAKE KEUKA NAVIGATION COMPANY.

Steamers "Mary Bell," "Urbana," "Wm. L. Halsey," "F. Holmes," "Lulu" and "West Branch" commence running about March 15th, continuing until January, plying between Penn Yan and Hammondsport, and Penn Yan and Branchport, making intermediate landings at Urbana, Grove Springs, Gibsons, Keuka, O-go-ya-go, Crosby University. Steamers leave Hammondsport at 6.50, 8.00, 9.30 a.m.; 1.00, 3.40 p.m. Steamers leave Penn Yan at 7.20, 9.30 a.m.; 1.00, 2.20, 4.10 p.m., connecting with trains at both ends of the lake. Steamer "West Branch" leaves Branchport at 7.00 a.m. and Penn Yan at 2.00 p.m., making all stations in West Branch and connecting with all boats at Gibsons. No meals served on board. Trip occupies two hours. The boats are new and of high standard of capacity, 1000, 700, 700, 700, 200, 200 respectively. "Mary Bell" is a high class steel, fast-speed steamer with two triple expansion engines and twin screws, capable of running twenty-two miles an hour, and is the finest and fastest boat of her class in the world.

LAKE GEORGE STEAMBOAT COMPANY.

Steamer "Horicon" commences running about May 27th, and discontinues its trips October 5th. Plying between Caldwell and Baldwin, making intermediate landings at Assembly Point, Cleverdale, Sheldon's, Trout Pavilion, Kattskill, Marion, Bolton, Green Island, Fourteen Mile Island, Hundred Islands, Pearl Point, Hulett's, Sabbath Day Point, Silver Bay, Hague and Roger's Rock. Leaves Caldwell 9.40 a.m., or on arrival of trains;



SHOOTING THE RAPIDS — NEW WAY.



LAKE ST. FRANCIS

MEN OF THE
NAVIGATION COMPANY.

TO to the SAGUENAY — 800 MILES.



INDIAN PILOT



leaves Baldwin 1.00 p.m. A Sunday trip will be made during July and August, leaving Caldwell on arrival of train at 11.05 a.m., making all landings on signal to Roger's Rock. Returning leave Roger's Rock at 4.00 p.m., making all landings on signal, connecting with train leaving Caldwell at 7.30 p.m. carrying sleeping car to New York.

Steamer "Ticonderoga" commences running July 1st, and discontinues its trips September 20th. Makes same landings as steamer "Horicon;" leaves Baldwin 7.30 a.m., Caldwell 4.30 p.m.

NIAGARA NAVIGATION COMPANY (LIMITED).

Steamers "Cibola," "Chippewa," "Chicora" and "Ongiara" commence running about May 15th and cease about October 10th. Plying between Lewiston, N. Y., and Toronto, Canada, daily, Sundays excepted, landing en route at Niagara-on-the-Lake, at the mouth of the Niagara River. Steamers leave Lewiston at 8.00 a.m., 10.20 a.m., 12.00 noon, 1.20 p.m., 5.30 p.m. and 6.35 p.m.; leave Toronto 7.00 a.m., 9.00 a.m., 11.00 a.m., 2.00 p.m., 3.30 p.m. and 4.45 p.m., in connection with New York Central trains. Lunches served on board. Trip occupies about three hours. The "Ongiara" connects every hour with observation trains of the New York Central & Hudson River Railroad at Lewiston, giving passengers an hour's sail on the Niagara to the mouth of the river and return.

The steamers are Clyde-built vessels, designed especially for the route between Lewiston and Toronto, and are probably the fastest paddle steamers in the world. This line, in connection with the New York Central & Hudson River Railroad, forms the short route between Toronto, Canada, and all eastern points.

OTSEGO LAKE STEAMBOAT AND TALLY-HO LINE.

Steamer "Natty Bumppo" plies between Cooperstown and Island Cottage, week-days only, where connection is made with tally-ho for Richfield Springs, seven miles distant. The steamer lands en route at Three Mile Point and Five Mile Point, and stage stops at Springfield Centre and Warren. Leaves Cooperstown for Richfield Springs at 9.30 a.m. and 4.30 p.m., and leaves Richfield Springs at 9.00 a.m. and 3.45 p.m. for Cooperstown. Excursions for all points on the lake leave Cooperstown 1.30 p.m. The trip on the lake occupies one hour; stage one and a half hours. Fare, including boat and tally-ho, one way, \$1.25; round trip, \$2.00. Lake excursion, 50 cents.

OWASCO LAKE STEAMERS.

Steamer "Lady of the Lake" runs daily, including Sundays, between East Pier Dock and Cascade, landing en route at all docks. Trips commence June 26th and cease September 11th. Steamer leaves East Pier Dock 9.30 a.m., 1.00 p.m. and 5.00 p.m.; returning leaves Cascade 8.15 a.m., 11.30 a.m. and 4.00 p.m. Trip occupies about one and a half hours. No meals served on board.

RICHIEU & ONTARIO NAV. CO.—CLAYTON AND MONTREAL LINE.

The steamers of this line leave Kingston every day at 5.00 a.m., making connection with Rome, Watertown & Ogdensburg Railroad trains at Clayton, calling at Round Island, Thousand Island Park and Alexandria Bay, arriving at Montreal 6.30 p.m., and connecting with steamers for Quebec and the Saguenay.

RICHIEU & ONTARIO NAV. CO.—MONTREAL AND QUEBEC LINE.

The palatial iron steamers "Montreal" and "Quebec" leave Montreal daily, except Sundays, 7.00 p.m. for Quebec and intermediate ports, until close of navigation.

RICHIEU & ONTARIO NAV. CO.—SAGUENAY LINE.

The magnificent steamers "Carolina," "Canada" and "Saguenay," make the trip up the Saguenay. One of which will leave Quebec on the

mornings of Tuesday, Wednesday, Friday and Saturday at 7.30 o'clock, for Murray Bay, Riviere du Loup, Tadousac, Ha-Ha Bay and Chicoutimi.

SENECA LAKE STEAM NAVIGATION COMPANY.

Steamers "Onondaga," "Schuyler," "Otetiana" and "W. B. Dunning" ply daily, Sundays excepted, between Geneva and Watkins, landing at Willard, Long Point, Lodi, North Hector and Peach Orchard. Commencing June 1st there will be two boats each way daily, and after July 1st three boats, leaving Geneva about 8.00 a.m., 12.00 m. and 5.30 p.m., and leaving Watkins at about 7.00 a.m., 12.00 m. and 5.30 p.m. Trip occupies about four hours. Meals served on board. The time above given is subject to change when the time of trains changes at Watkins or Geneva.

SKANEATELES STEAMBOAT AND TRANSPORTATION COMPANY.

Steamer "Glen Haven" commences running about June 25th, and continues until October 1st, making two round trips daily, Sundays excepted, between Skaneateles and Glen Haven, landing en route at Borodino and New Hope. Steamer leaves Skaneateles at about 11.00 a.m. and 6.00 p.m.; leaves Glen Haven at about 7.45 a.m. and 3.30 p.m. Trip occupies about two hours. No meals served on board.

ST. LAWRENCE RIVER STEAMBOAT COMPANY (LIMITED).

Two trips daily, Sundays excepted, between Cape Vincent, N. Y., and Kingston, Ont., leaving Cape Vincent on arrival of Rome, Watertown & Ogdensburg Railroad trains, about 9.40 a.m. and 5.00 p.m. Returning leave Kingston 5.00 a.m. and 2.30 p.m.

Navigation commences about April 1st and closes about December 31st. Service performed by stages during the winter months.

These steamers also fill the route between Kingston, Ont., and Gananoque, Ont.

THOUSAND ISLAND STEAMBOAT COMPANY (LIMITED).

Commencing about July 1st and continuing until about November 1st, the steamers "St. Lawrence," "Empire State," "Islander," "Jessie Bain" and "J. F. Maynard" fill the route between Clayton, N. Y. and Alexandria Bay, N. Y., connecting with all Rome, Watertown & Ogdensburg trains arriving at and departing from Clayton. Steamers call at Round Island Park, Grenell Island Park, Thousand Island Park, Fine View Park, Central Park and Point Vivian.

Steamer "J. F. Maynard" fills the route between Cape Vincent, N. Y. and Clayton and Alexandria Bay, connecting with all Rome, Watertown & Ogdensburg trains arriving at and departing from Cape Vincent. She calls at Carleton Island, Millen's Bay and all intermediate points.

The steamers "Empire State" and "St. Lawrence" are the "twin greyhounds" of the river—the finest, fastest and most comfortable excursion steamers in that region.

Steamer "St. Lawrence" makes an "Electric Search Light Excursion" nightly.

RIDEAU RIVER AND LAKES.

Steamer "James Swift," on Rideau River and Lakes, makes two trips per week, leaving Ottawa Tuesdays and Fridays at 3.00 p.m., and leaving Kingston Mondays and Thursdays at 6.00 a.m.

OTTAWA RIVER NAVIGATION COMPANY.

Steamer leaves Lachine for Ottawa daily, on arrival of train from Montreal at 8.00 a.m. from Grand Trunk Depot. Returning leaves Ottawa, daily except Sundays, at 7.30 a.m., reaching Montreal at 6.30 p.m.

EXCURSION TICKETS

To Popular Resorts in New York State, Canada and New England
by Favorite Rail and River Lines, or Through Tickets to all
Points North and West on Sale at Offices of the

NEW YORK CENTRAL & HUDSON RIVER RAILROAD

AS FOLLOWS:

	Grand Central Station,	F. M. LAHM,	Agent.
	113 Broadway,	HENRY GAZE & SONS, "	
	14 Park Place,	SAM'L. W. KIRBY, JR. "	
	261 Broadway,	THOS. COOK & SON, "	
NEW YORK, . . .	413 Broadway,	H. M. HUNTER, "	
	31 East 14th St., . . .	RAYMOND & WHITCOMB, "	
	942 Broadway,	GEO. W. SEAMAN, "	
	53 West 125th St., . .	N. F. GUYRE, "	
	138th St. Station, . .	E. H. STURGES, "	
BROOKLYN, . . .	338 Fulton St., . . .	E. LOVENBERG, "	
"	726 Fulton St., . . .	OSCAR SEYMOUR, "	
BROOKLYN, E. D.	106 Broadway,	W. A. SMITH, "	
WEST POINT, . .	Ferry Dock,	M. E. BIRKINS, "	
NEWBURGH, . . .	Ferry Building, . . .	W. H. WESTON, "	
POUGHKEEPSIE, .	Station,	C. G. HOLMES, "	
CATSKILL LANDING,	. . . . .	W. H. HART, "	
ALBANY,	Union Depot,	MATTHIAS TAYLOR, "	
TROY,	Union Depot,	F. H. MANSS, "	
SARATOGA SPRINGS,	D. & H. R.R. Offices,	"	
UTICA,	New York Central Stat'n, M. W. CAMPBELL, "		
"	1 Baggs Hotel,	H. I. FAY, "	
SYRACUSE,	New York Central Stat'n, F. SIBSON, "		
"	127 Washington St., . .	W. E. BROWN, "	
ROCHESTER, . . .	New York Central Stat'n, J. E. BURROUGHS, "		
"	11 E. Main St.,	J. C. KALBFLEISCH, "	
BUFFALO,	1 Exchange St.,	H. PARRY, "	
"	Exchange St. Station, . .	E. N. BLOOD, "	
NIAGARA FALLS,	6 Cataract House Block, B. B. DENISON, "		
"	New York Central Stat'n, B. B. DENISON, "		

Or at any Principal Station on the New York Central & Hudson River Railroad or Connecting Lines.

FOR SPECIAL INFORMATION ADDRESS

ANY OF THE ABOVE-NAMED AGENTS, OR

M. C. ROACH, Gen'l Eastern Pass'r Agent, 413 Broadway, New York.
W. B. JEROME, Gen'l Western Pass'r Agent, 134 Monroe St., Chicago, Ill.
F. J. WOLFE, General Agent, Albany Station, N. Y.
H. D. CARTER, " " Malone, N. Y.
E. J. WEEKS, " " 1 Exchange St., Buffalo, N. Y.
C. C. CRANE, Pacific Coast Agent, 10 Montgomery St., San Francisco, Cal.

GEORGE H. DANIELS,

General Passenger Agent.

E. J. RICHARDS,

Asst General Passenger Agent.

GRAND CENTRAL STATION, NEW YORK.

New York Central & Hudson River Railroad.

TOURIST SEASON OF 1895.

SPECIAL INFORMATION RELATING TO THE SALE AND USE OF TOURISTS' TICKETS.

The special tickets described herein will be sold from June 1st to September 30th, inclusive, and will be available until October 31st, inclusive, unless otherwise noted (except in the case of steamboats or stages that discontinue their trips earlier). The tickets entitle holders to all the privileges of regular first-class tickets.

Children between 5 and 12 years of age, half fare; over 12, full fare.

Stop-over privileges are usually granted on Summer tourist tickets; but to avoid misunderstanding passengers should notify the proper official of the train or boat of their desire to stop over, as the stop-over regulations of the respective lines vary. For a brief summary of the rules now in effect on the lines over which Summer tourist tickets read, see following pages.

Summer excursion tickets during the season will be received for passage on LIMITED trains, when presented in connection with Extra Fare tickets, in the case of through tickets from the West; or without Extra Fare tickets between New York State points, provided the Drawing-room or Sleeping Car tickets are presented in connection with the Summer excursion tickets.

Summer excursion tickets will be available on the NEW YORK AND SARATOGA LIMITED trains, if presented in connection with Drawing-room Car tickets, as no ordinary coaches will be run on the Limited trains.

Through tickets by the New York Central & Hudson River Railroad are available between New York and Albany in either direction by the Hudson River (Day Line) or People's (Night Line) Steamers, or all rail, at the option of passengers.

Tickets reading by the Delaware & Hudson Railroad will be accepted for passage between Plattsburgh or Bluff Point (Hotel Champlain) and Fort Ticonderoga, on Lake Champlain Steamers, and permit the holder to remain over at Port Kent, thus affording an opportunity to visit Ausable Chasm.

Tickets reading by the Lake Champlain Steamers between Plattsburgh and Fort Ticonderoga will be accepted for rail passage between Plattsburgh or Bluff Point (Hotel Champlain) and Fort Ticonderoga.

Tickets to points on the Fall Brook Railway, reading to Geneva via Lyons, will be good from the East via Auburn, and from the West via Canandaigua, if desired, without extra charge.

Tickets between Cooperstown and Richfield Springs by the Otsego Lake steamer and stage, are for passage only; baggage will be charged extra.

On tickets reading via Rich. & Ont. Nav. Co.'s Steamers, meals and berths are included in rates shown herein if tickets are presented for passage on Steamers prior to July 1st or after August 31st. During the months of July and August meals and berths are extra.

On tickets reading via Ottawa River Navigation Company's Steamers meals and berths are extra.

On tickets reading via Steamer "James Swift," between Ottawa and Kingston, meals and berths are included.

Tickets by Sound Line Steamers between New York and Boston include a berth.

Summer tourists are reminded that many of the steamers and stage lines cease operations or make irregular trips after October 1st of each year. Passengers should consult local advertising matter for proper information.

STOP-OVER PRIVILEGES ON SUMMER EXCURSION TICKETS.

NOTE.—It should be understood that the stop-over privileges extended by the several lines (as noted below) require passengers to take such trains or boats as make stops regularly at the desired stopping-place. These stop-over privileges do not apply on tickets limited to continuous passage.

ADIRONDACK R'Y. (See D. & H. R.R.).....	Stop-over allowed at any station on notice to conductor.
BANGOR & AROOSTOOK R'Y.....	Stop-over allowed on notice to conductor.
BAY OF QUINTE R'Y & NAV. CO.....	Stop-over checks good for 30 days issued upon application to conductor.
BENNINGTON & RUTLAND R'Y.....	Stop-over allowed at any landing on notice to captain.
BLUE MOUNTAIN & RAQUETTE LAKE STEAMBOAT CO.....	Stop-over allowed for 10 days on notice to conductor.
BOSTON & ALBANY R.R.....	Stop-over for 10 days allowed at any station (except between Ware, Concord, Wilmington, Stoneham, Salem, Marblehead or Reading and Boston), on notice to conductor.
BOSTON & MAINE R.R.....	Stop-over allowed on notice to conductor.
CANADA ATLANTIC R'Y.....	Stop-over allowed on notice to conductor.
CANADIAN PACIFIC R'Y.....	Stop-over allowed at any station on notice to conductor.
CATSKILL MOUNTAIN R'Y.....	Stop-over allowed at any station on notice to conductor.
CENTRAL VERMONT R.R.....	Stop-over allowed on notice to conductor, except on New York & Long Branch R.R.....
CENTRAL R.R. OF NEW JERSEY.....	Stop-over allowed on notice to purser.
CENTRAL NEW ENGLAND & WESTERN R.R. (See PHILA., READ. & NEW ENG. R.R.)	Stop-over allowed on notice to conductor.
CHAMPLAIN TRANSPORTATION CO. (STEAMER ON LAKE CHAMPLAIN)	No stop-over allowed.
CHATEAUGAY R.R.....	Stop-over checks good for 30 days issued on notice to conductor.
CHAUTAQUA STEAMBOAT COMPANY.....	Stop-over allowed at any station on notice to conductor.
CHESHIRE R.R.....	Stop-over allowed at any station on notice to conductor.
CONCORD & MONTREAL R.R.....	Stop-over allowed at any station on notice to conductor.
CONNECTICUT RIVER R.R.....	Stop-over allowed at any station on notice to conductor.
COOPERSTOWN & CHARLOTTE VALLEY R.R.	Stop-over allowed at any station on notice to purser.
DAY LINE STEAMERS (ON HUDSON RIVER)...	Stop-over allowed at any station on notice to conductor.
DELAWARE & HUDSON R.R.....	Stop-over allowed at any station on notice to conductor.
DELAWARE, LACKAWANNA & WESTERN R.R.	Stop-over allowed on notice to purser.
DESERONTO NAV. CO.....	Stop-over allowed at Newport, R. I., in either direction, on notice to purser.
DETROIT & CLEVELAND STEAM NAV. CO.....	Stop-over allowed on notice to conductor.
DUNKIRK, ALLEGHENY VALLEY & PITTSBURGH R.R.....	Stop-over allowed at any station on notice to conductor.
ELMIRA, CORTLAND & NORTHERN R.R.....	Stop-over allowed for 10 days on notice to conductor.
FALL BROOK R'Y.....	Stop-over allowed at any station for 10 days on notice to conductor.
FALL RIVER LINE (OLD COLONY S.B. LINE)	Stop-over allowed at Newport, R. I., in either direction, on notice to purser.
FITCHBURG R.R.....	Stop-over allowed on notice to conductor.
GRAND TRUNK R'Y.....	Stop-over allowed at any station on notice to conductor.
GREAT NORTHERN TRANSIT CO.....	Stop-over of 15 days allowed on notice to purser.
HUDSON RIVER DAY LINE.....	Stop-over allowed on notice to purser.
INTERCOLONIAL R'Y.....	Stop-over allowed at any station on notice to conductor.
INTERNATIONAL STEAMSHIP LINE (EASTERN SEA-COAST ROUTE)	Stop-over allowed at any landing.
KAATERSKILL R.R.....	Stop-over allowed at any station on notice to conductor.
KINGSTON & PEMBROKE R'Y.....	Stop-over allowed on notice to conductor.
KNOX & LINCOLN R'Y.....	Stop-over allowed on notice to conductor.
LAKE GEORGE STEAMBOAT CO.....	Stop-over allowed on notice to purser.
LAKE SHORE & MICHIGAN SOUTHERN R'Y..	One stop-over of 10 days allowed on each division on notice to conductor.
LEBANON SPRINGS R.R.....	No stop-over allowed.
LEHIGH VALLEY R.R.....	Stop-over allowed at any station on notice to conductor.
MAINE CENTRAL R.R.....	Stop-over allowed at any station on notice to conductor, except on excursion tickets which are limited to continuous passage in each direction.
MICHIGAN CENTRAL R.R.....	Stop-over allowed.
MONTPELIER & WELLS RIVER R.R.....	Stop-over allowed at any station on notice to conductor.

MT. WASHINGTON R'Y.....	No intermediate stops.
MUSKOGA & GEORGIAN BAY NAVIGATION Co.....	Stop-over allowed.
NAPANEE, TAMWORTH & QUEBEC R'Y.....	Stop-over allowed on notice to conductor.
NEW BEDFORD, MARTHA'S VINEYARD & NANTUCKET S. B. LINE	Stop-over allowed for 10 days on notice to purser.
NEW BRUNSWICK R'Y. (See CANADIAN PACIFIC R'Y)	
NEWBURGH, DUTCHESS & CONNECTICUT R. R.	Stop-over allowed for 30 days on notice to conductor.
NEW LONDON NORTHERN R. R. (See CENTRAL VERMONT)	
NEW YORK CENTRAL & HUDSON RIVER R. R.....	Stop-over allowed only on notice to conductor.
NEW YORK, LAKE ERIE & WESTERN R. R.....	Stop-over allowed on notice to conductor.
NEW YORK & MASSACHUSETTS R'Y. (See POUGHKEEPSIE & EASTERN R. R.)	
NEW YORK & NEW ENGLAND R. R.....	Stop-over allowed on notice to conductor.
NEW YORK, NEW HAVEN & HARTFORD R. R.	One stop-over on each division allowed on notice to conductor.
NEW YORK, PROVIDENCE & BOSTON R. R.....	Stop-over allowed on notice to conductor.
NIAGARA NAVIGATION Co.....	Stop-over allowed on notice to purser.
NORTHERN (N. H.) R. R. (See BOSTON & MAINE R. R.)	
NORTH SHORE NAVIGATION Co.....	
NORWICH LINE (NORWICH & N. Y. TRANSPORTATION LINE)....	Steamers make no intermediate landing.
OLD COLONY R. R.....	One stop-over allowed at any station on notice to conductor.
OLD COLONY STEAM-B'T LINE (FALL RIVER LINE)	Stop-over allowed at Newport, R. I., in either direction, on notice to purser.
OTTAWA RIVER NAVIGATION Co.....	Stop-over allowed at Carillon, Grenville, L'Orignal for Caledonia Springs—at other points on notice to purser.
PENNSYLVANIA R. R.....	Stop-over allowed at any station on notice to conductor.
PEOPLE'S (NIGHT) LINE STEAMERS (ON HUDSON RIVER)....	Steamers make no intermediate landing.
PITTSBURGH & LAKE ERIE R. R.....	One stop-over allowed on notice to conductor.
PHILADELPHIA & READING R. R.....	Stop-over allowed at any station on notice to conductor.
PHILADELPHIA, READING & NEW ENGLAND R. R.	Stop-over allowed on notice to conductor.
PORTLAND, MT. DENERT & MACIAS STEAMBOAT LINE....	Stop-over allowed at any landing on notice to conductor.
PORTLAND & ROCHESTER R. R.....	Stop-over allowed at any station on notice to conductor.
PORTLAND STEAM PACKET LINE.....	Steamers make no intermediate landing.
POUGHKEEPSIE & EASTERN R. R.....	Stop-over on notice to conductor.
PROFILE & FRANCONIA NOTCH R. R.	Stop-over allowed at any station on notice to conductor.
PROVIDENCE LINE.....	Steamers make no intermediate landing.
PROVIDENCE & WORCESTER R. R. (See NEW YORK, PROVIDENCE & BOSTON)	
QUEBEC CENTRAL R'Y.....	Stop-over allowed on through tickets reading between Quebec and Sherbrooke on notice to conductor.
QUEBEC & LAKE ST. JOHN R'Y.....	Stop-over allowed on notice to conductor.
QUEBEC, MONTMORENCY & CHARLEVOIX R'Y....	No stop-over privileges.
RICHELIEU & ONTARIO NAVIGATION Co.....	Stop-over allowed on notice to purser.
ROME, WATERTOWN & OGDENSBURG R. R....	Stop-over checks allowed on notice to conductor.
ST. JOHNSBURY & LAKE CHAMPLAIN R. R.....	Stop-over allowed on notice to conductor.
ST. LAWRENCE RIVER S. B. Co.....	Stop-over allowed at any landing on notice to purser.
SCHROON LAKE STEAMBOAT LINE.....	Stop-over allowed on notice to captain.
STEAMERS ON MOOSEHEAD LAKE.....	No stop-over privileges.
STEAMERS ON CAYUGA LAKE (CAYUGA LAKE STEAMBOAT)....	Stop-over allowed at any landing on notice to captain.
STEAMERS ON SENECA LAKE (SENECA LAKE S. N. LINE)	Stop-over allowed at all landings.
STONINGTON LINE (PROVIDENCE & STONINGTON S. S. LINE)....	Steamers make no intermediate landings.
STONY CLOVE & CATSKILL MOUNTAIN R. R.	Stop-over allowed at any station on notice to conductor.
THOUSAND ISLAND STEAMBOAT Co.....	Stop-over allowed for 30 days.
ULSTER & DELAWARE R. R.....	Stop-over allowed at any station on notice to conductor.
VERMONT VALLEY R. R.....	Stop-over allowed at any station on notice to conductor.
WESTERN NEW YORK & PENNSYLVANIA R. R.	One stop-over allowed on notice to conductor.
WEST SHORE R. R.....	Stop-over allowed at any station on notice to conductor.
WHITEFIELD & JEFFERSON R. R. (See CONCORD & MONTREAL R. R.)	

ADIRONDACK MOUNTAINS.

AUSABLE CHASM, N. Y.

TO AUSABLE CHASM AND RETURN TO NEW YORK.—EXCURSION 658.

(Via Saratoga and Port Kent.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Port Kent.
 Keeseville, Ausable Chasm & Lake Champlain Railroad.....to Ausable Chasm.
 (Returning over same route.)

RATE from New York.....\$14.25.

AUSABLE STATION, N. Y.

TO AUSABLE STATION AND RETURN TO NEW YORK.—EXCURSION 337.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Ausable Station
 (Returning over same route.)

RATE from New York.....\$15.85.

BLUE MOUNTAIN LAKE, N. Y.

TO BLUE MOUNTAIN LAKE AND RETURN TO NEW YORK.—EXCURSION 187.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to North Creek.
 Adirondack Stage Co., Limited.....to Blue Mountain Lake.
 (Returning over same route.)

RATE from New York.....\$17.00.

CHESTER, N. Y.

TO CHESTER AND RETURN TO NEW YORK.—EXCURSION 459.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to Riverside.
 Stage.....to Chester.

(Returning over same route.)

RATE from New York.....\$12.00.

CHILDWOLD (STATION), N. Y.

TO CHILDWOLD (STATION) AND RETURN.—EXCURSION 1195.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$14.50, From Albany and Troy....\$8.95.

CHILDWOLD PARK HOUSE (HOTEL CHILDWOLD), N. Y.

TO CHILDWOLD PARK HOUSE AND RETURN.—EXCURSION 1196.

(Via Utica.)

New York Central & Hudson River Railroad.....to Childwold (Station).
 Ingold's Stage Line.....to Childwold Park House.

(Returning over same route.)

RATES.—From New York....\$16.50, From Albany and Troy....\$10.95.

ELIZABETHTOWN, N. Y.

TO ELIZABETHTOWN AND RETURN TO NEW YORK.—EXCURSION 78.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Westport.
 Kellogg's Stage Line.....to Elizabethtown.

(Returning over same route.)

RATE from New York.....\$14.50.

FORKED LAKE CARRY, N. Y.

TO FORKED LAKE CARRY AND RETURN TO NEW YORK.—EXCURSION 79.

(Going and returning via Saratoga and Blue Mountain Lake.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to North Creek.
 Adirondack Stage Co., Limited.....to Blue Mountain Lake.
 Blue Mountain & Raquette Lake Steamboat Line.....to Forked Lake Carry.

(Returning over same route.)

RATE from New York.....\$20.50.

FULTON CHAIN, N. Y.

TO FULTON CHAIN AND RETURN.—EXCURSION 1197.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$11.90, From Albany and Troy.....\$6.35.

HADLEY (LUZERNE), N. Y.

TO HADLEY (LUZERNE) AND RETURN TO NEW YORK.—EXCURSION 460.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to Hadley (Luzerne).

(Returning over same route.)

RATE from New York.....\$8.80.

HINCKLEY, N. Y.

TO HINCKLEY AND RETURN.—EXCURSION 1198.

(Via Herkimer.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$10.30, From Albany and Troy.....\$4.75.

HONNEDAGA, N. Y.

TO HONNEDAGA AND RETURN.—EXCURSION 1199.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$10.50, From Albany and Troy.....\$4.95.

HORSESHOE POND, N. Y.

TO HORSESHOE POND AND RETURN.—EXCURSION 1200.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$14.15, From Albany and Troy.....\$8.60.

HOTEL ALGONQUIN, N. Y.

SARANAC LAKE TO HOTEL ALGONQUIN AND RETURN.—EXCURSION X 1077.

Harding's Carriage Line.....Saranac Lake to Hotel Algonquin.

(Returning over same route.)

RATE from Saranac Lake.....\$0.75.


HOTEL AMPERSAND, N. Y.

SARANAC LAKE TO HOTEL AMPERSAND AND RETURN.—EXCURSION X 1078.

Ampersand Carriage Line.....Saranac Lake to Hotel Ampersand.

(Returning over same route.)

RATE from Saranac Lake.....\$0.75.

 Above tickets, forms Excursions X 1077 and X 1078, to be sold in connection with excursion tickets to Saranac Lake.

HOTEL WAWBEEK, N. Y.

TO HOTEL WAWBEEK AND RETURN.—EXCURSION 1203.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamerto Hotel Wawbeek.

(Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$12.00.

KEENE VALLEY, N. Y.

TO KEENE VALLEY AND RETURN TO NEW YORK.—EXCURSION 817.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Westport.
 Kellogg's Stage Line.....to Elizabethtown.
 Beede's Stage Line.....to Keene Valley.

(Returning over same route.)

RATE from New York.....\$17.50.

KEESEVILLE, N. Y.

TO KEESEVILLE, N. Y., AND RETURN TO NEW YORK.—EXCURSION 663.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Port Kent.
 Keeseville, Ausable Chasm & Lake Champlain Railroad.....to Keeseville.

(Returning over same route.)

RATE from New York.....\$14.70.

LAKE CLEAR, N. Y.

TO LAKE CLEAR AND RETURN.—EXCURSION 1204.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$15.90, From Albany and Troy....\$10.00.

LAKE KUSHAQUA, N. Y.

TO LAKE KUSHAQUA AND RETURN.—EXCURSION 1205.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.

LAKE PLACID, N. Y.

TO LAKE PLACID AND RETURN.—EXCURSION 1206.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Lake.
 Saranac & Lake Placid Railroad.....to Lake Placid.

(Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$11.75.


TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1207.

(Going and returning via Plattsburgh)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroadto Saranac Lake.
 Saranac & Lake Placid Railroad.....to Lake Placid.

(Returning over same route.)

RATE from New York.....\$17.75.

 *Special Limited Excursion Tickets, covering routes of Excursions 1206 or 1207 (shown above) will be sold at rate of \$14.95 from New York. These tickets will be good only for a continuous passage in each direction, and are valid only if used to Lake Placid on trains leaving New York Friday evening or Saturday, and must be used on the return passage not later than the evening train leaving Lake Placid on the Monday following.*

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1296.

(Going via Utica and Saranac Lake; returning via Elizabethtown, Westport and Saratoga.

New York Central & Hudson River Railroad.....	to Saranac Lake.
Saranac & Lake Placid Railroad.....	to Lake Placid.
Agnew's Stage Line.....	to Elizabethtown.
Kellogg's Stage Line.....	to Westport.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$19.80.	

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1297.

Route reverse of Excursion 1296, shown above.

RATE from New York.....\$19.80.

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1298.

(Going via Utica and Saranac Lake; returning via Elizabethtown, Westport, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Saranac & Lake Placid Railroad.....	to Lake Placid.
Agnew's Stage Line.....	to Elizabethtown.
Kellogg's Stage Line.....	to Westport.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$21.30.	

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1299.

Route reverse of Excursion 1298, shown above.

RATE from New York.....\$21.30.

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1300.

(Going via Utica and Saranac Lake; returning via Plattsburgh and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Saranac & Lake Placid Railroad.....	to Lake Placid.
Chateaugay Railroad.....	to Plattsburgh.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$17.75.	

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1301.

Route reverse of Excursion 1300, shown above.

RATE from New York.....\$17.75.

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1302.

(Going via Utica and Saranac Lake; returning via Plattsburgh, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Saranac & Lake Placid Railroad.....	to Lake Placid.
Saranac & Lake Placid Railroad.....	to Saranac Lake.
Chateaugay Railroad.....	to Plattsburgh.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$19.25.	

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1303.

Route reverse of Excursion 1302, shown above.

RATE from New York.....\$19.25.

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1208.

(Going via Lake George; returning direct via Plattsburgh.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Plattsburgh.
Chateaugay Railroad	to Saranac Lake.
Saranac & Lake Placid Railroad.....	to Lake Placid.
Saranac & Lake Placid Railroad.....	to Saranac Lake.
Chateaugay Railroad	to Plattsburgh.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$19.25.	

TO LAKE PLACID AND RETURN TO NEW YORK.—EXCURSION 1209.

Route reverse of Excursion 1208, shown above.

RATE from New York.....\$19.25.

LOON LAKE (STATION), N. Y.

TO LOON LAKE (STATION) AND RETURN.—EXCURSION 1210.

(Via Utica.)


New York Central & Hudson River Railroad in both directions.

RATES.—From New York ...\$16.00, From Albany and Troy....\$10.00.

TO LOON LAKE (STATION) AND RETURN.—EXCURSION 1211.

(Via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Plattsburgh.
Chateaugay Railroad	to Loon Lake (Station).
(Returning over same route.)	
RATE from New York.....\$16.00.	

 *Special Limited Excursion Tickets, covering routes of Excursions 1210 or 1211 (shown above) will be sold at rate of \$13.20 from New York. These tickets will be good only for a continuous passage in each direction, and are valid only if used to Loon Lake on trains leaving New York Friday evening or Saturday, and must be used on the return passage not later than the evening train leaving Loon Lake on the Monday following.*

TO LOON LAKE (STATION) AND RETURN TO NEW YORK.—EXCURSION 1308.

(Going via Utica; returning via Plattsburgh and Saratoga.)

New York Central & Hudson River Railroad.....	to Loon Lake (Station).
Chateaugay Railroad.....	to Plattsburgh.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$16.00.	

TO LOON LAKE (STATION) AND RETURN TO NEW YORK.—EXCURSION 1309.

Route reverse of Excursion 1308, shown above.

RATE from New York.....\$16.00.

TO LOON LAKE (STATION) AND RETURN TO NEW YORK.—EXCURSION 1310.

(Going via Utica; returning via Plattsburgh, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Loon Lake (Station).
Chateaugay Railroad.....	to Plattsburgh.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$17.50.	

HEALTH AND PLEASURE RESORTS ON THE

TO LOON LAKE (STATION) AND RETURN TO NEW YORK.—EXCURSION 1311.

Route reverse of Excursion 1310, shown on preceding page.

RATE from New York.....\$17.50.

TO LOON LAKE (STATION) AND RETURN TO NEW YORK.—EXCURSION 1312.

(Going all rail, via Saratoga and Plattsburgh; returning via Plattsburgh, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Plattsburgh.
 Chateaugay Railroad.....to Loon Lake (Station).
 Chateaugay Railroadto Plattsburgh.
 Delaware & Hudson Railroad.....to Baldwin.
 Lake George Steamer.....to Caldwell.
 Delaware & Hudson Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.
 RATE from New York.....\$17.50.

TO LOON LAKE (STATION) AND RETURN TO NEW YORK.—EXCURSION 1313.

Route reverse of Excursion 1312, shown above.

RATE from New York.....\$17.50.


LOON LAKE HOUSE, N. Y.

LOON LAKE (STATION) TO LOON LAKE HOUSE AND RETURN.—EXCURSION X 1304.

Chase's Stage Line.....Loon Lake (Station) to Loon Lake House.

(Returning over same route.)

RATE from Loon Lake (Station).....\$1.25.

 Above ticket, form Excursion X 1304, to be sold in connection with excursion tickets to Loon Lake (Station).

MOUNTAIN VIEW, N. Y.

TO MOUNTAIN VIEW AND RETURN.—EXCURSION 1213.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$16.70, From Albany and Troy....\$10.70.

NORTH CREEK, N. Y.

TO NORTH CREEK AND RETURN TO NEW YORK.—EXCURSION 461.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Saratoga.
 Adirondack Railway.....to North Creek.

(Returning over same route.)

RATE from New York.....\$11.00.

NORTH RIVER, N. Y.

TO NORTH RIVER AND RETURN TO NEW YORK.—EXCURSION 462.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to North Creek.
 Adirondack Stage Co.....to North River.

(Returning over same route.)

RATE from New York.....\$12.00.

OLD FORGE, N. Y.

TO OLD FORGE AND RETURN.—EXCURSION 1357.

(Via Utica.)

New York Central & Hudson River Railroad.....to Fulton Chain.
 Stageto Old Forge.

(Returning over same route.)


RATES.—From New York....\$12.40, From Albany.....\$6.85.

PAUL SMITH'S (STATION), N. Y.

TO PAUL SMITH'S (STATION) AND RETURN.—EXCURSION 1214.
(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.

 *A Special Limited Excursion Ticket, covering above route, will be sold at rate of \$13.20 from New York. This ticket will be good only for a continuous passage in each direction, and is valid only if used to Paul Smith's (Station) on trains leaving New York Friday evening or Saturday, and must be used on the return passage not later than the evening train leaving Paul Smith's (Station) on the Monday following.*

PAUL SMITH'S (HOTEL), N. Y.

TO PAUL SMITH'S (HOTEL) AND RETURN.—EXCURSION 1215.
(Via Utica.)

New York Central & Hudson River Railroad.....to Paul Smith's (Station).

Paul Smith's Stage Line.....to Paul Smith's (Hotel).

(Returning over same route.)

RATES.—From New York....\$17.25, From Albany and Troy....\$11.25.

PORT KENT, N. Y.

TO PORT KENT, N. Y., AND RETURN TO NEW YORK.—EXCURSION 335.

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Port Kent.

(Returning over same route.)

RATE from New York.....\$14.00.

PLATTSBURGH, N. Y.

TO PLATTSBURGH, N. Y., AND RETURN TO NEW YORK.—EXCURSION 336.

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Plattsburgh.

(Returning over same route.)

RATE from New York.....\$14.75.

PROSPECT, N. Y.

TO PROSPECT AND RETURN.—EXCURSION 1221.

(Via Herkimer.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$10.15, From Albany and Troy.....\$4.60.

RAINBOW LAKE, N. Y.

TO RAINBOW LAKE AND RETURN.—EXCURSION 1222.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.

TO RAINBOW AND RETURN TO NEW YORK.—EXCURSION 470.

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Plattsburgh.

Chateaugay Railroad.....to Rainbow.

(Returning over same route.)

RATE from New York.....\$16.00.

RAQUETTE LAKE, N. Y.

TO RAQUETTE LAKE AND RETURN TO NEW YORK.—EXCURSION 380.

(Going and returning via Saratoga and Blue Mountain Lake.)

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Saratoga.

Adirondack Railway.....to North Creek.

Adirondack Stage Co.....to Blue Mountain Lake.

Blue Mountain Lake and Raquette Lake Steamboat Line.....to Raquette Lake.

(Returning over same route.)

RATE from New York.....\$19.50.

RIVERSIDE, N. Y.

TO RIVERSIDE, N. Y., AND RETURN TO NEW YORK.—EXCURSION 339.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Saratoga.
 Adirondack Railway.....to Riverside.

(Returning over same route.)

RATE from New York.....\$10.50.

RUSTIC LODGE, N. Y.

TO RUSTIC LODGE AND RETURN.—EXCURSION 1203.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Rustic Lodge.

(Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$12.00.

SACANDAGA LAKE (LAKE PLEASANT), N. Y.

For Routes and Rates see page 303.

SARANAC CLUB, N. Y.

TO SARANAC CLUB AND RETURN.—EXCURSION 1203.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Saranac Club.

(Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$12.00.

SARANAC INN (STATION), N. Y.

TO SARANAC INN (STATION) AND RETURN.—EXCURSION 1216.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$15.75, From Albany and Troy....\$10.00.

SARANAC INN (HOTEL), N. Y.

TO SARANAC INN (HOTEL) AND RETURN.—EXCURSION 1217.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).

(Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$11.00.

SARANAC LAKE, N. Y.

TO SARANAC LAKE AND RETURN.—EXCURSION 1218.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.


TO SARANAC LAKE, N. Y., AND RETURN TO NEW YORK.—EXCURSION 453.

(Via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Plattsburgh.
 Chateaugay Railroadto Saranac Lake.

(Returning over same route.)

RATE from New York.....\$16.00.

 *Special Limited Excursion Tickets, covering routes of Excursions 1218 or 453 (shown above) will be sold at rate of \$13.20 from New York. These tickets will be good only for a continuous passage in each direction, and are valid only if used to Saranac Lake on trains leaving New York Friday evening or Saturday, and must be used on the return passage not later than the evening train leaving Saranac Lake on the Monday following.*

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1314.

(Going via Utica; returning via Plattsburgh and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Chateaugay Railroad	to Plattsburgh.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$16.00.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1315.

Route reverse of Excursion 1314, shown above.

RATE from New York.....\$16.00.

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1316.

(Going via Utica; returning via Plattsburgh, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Chateaugay Railroad.....	to Plattsburgh.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$17.50.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1317.

Route reverse of Excursion 1316, shown above.

RATE from New York.....\$17.50.

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1296.

(Going via Utica, returning via Lake Placid, Elizabethtown, Westport and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Saranac & Lake Placid Railroad.....	to Lake Placid.
Agnew's Stage Line	to Elizabethtown.
Kellogg's Stage Line	to Westport.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$19.80.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1297.

Route reverse of Excursion 1296, shown above.

RATE from New York.....\$19.80.

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1298.

(Going via Utica; returning via Lake Placid, Elizabethtown, Westport, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Agnew's Stage Line	to Elizabethtown.
Kellogg's Stage Line	to Westport.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$21.30.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1299.

Route reverse of Excursion 1298, shown above.

RATE from New York.....\$21.30.

RIVERSIDE, N. Y.

TO RIVERSIDE, N. Y., AND RETURN TO NEW YORK.—EXCURSION 339.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to Riverside.
 (Returning over same route.)

RATE from New York.....\$10.50.

RUSTIC LODGE, N. Y.

TO RUSTIC LODGE AND RETURN.—EXCURSION 1203.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Rustic Lodge.
 (Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$12.00.

SACANDAGA LAKE (LAKE PLEASANT), N. Y.

For Routes and Rates see page 303.

SARANAC CLUB, N. Y.

TO SARANAC CLUB AND RETURN.—EXCURSION 1203.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Saranac Club.
 (Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$12.00.

SARANAC INN (STATION), N. Y.

TO SARANAC INN (STATION) AND RETURN.—EXCURSION 1216.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$15.75, From Albany and Troy....\$10.00.

SARANAC INN (HOTEL), N. Y.

TO SARANAC INN (HOTEL) AND RETURN.—EXCURSION 1217.

(Via Utica.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 (Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$11.00.

SARANAC LAKE, N. Y.

TO SARANAC LAKE AND RETURN.—EXCURSION 1218.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.

TO SARANAC LAKE, N. Y., AND RETURN TO NEW YORK.—EXCURSION 453.

(Via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroad.....to Saranac Lake.
 (Returning over same route.)

RATE from New York.....\$16.00.

✦ *Special Limited Excursion Tickets covering routes of Excursions 1218 or 453 (shown above) will be sold at rate of \$13.20 from New York. These tickets will be good only for a continuous passage in each direction, and are valid only if used to Saranac Lake on trains leaving New York Friday evening or Saturday, and must be used on the return passage not later than the evening train leaving Saranac Lake on the Monday following.*

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1314.

(Going via Utica; returning via Plattsburgh and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Chateaugay Railroad	to Plattsburgh.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$16.00.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1315.

Route reverse of Excursion 1314, shown above.

RATE from New York.....\$16.00.

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1316.

(Going via Utica; returning via Plattsburgh, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Chateaugay Railroad	to Plattsburgh.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$17.50.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1317.

Route reverse of Excursion 1316, shown above.

RATE from New York.....\$17.50.

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1296.

(Going via Utica, returning via Lake Placid, Elizabethtown, Westport and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Saranac & Lake Placid Railroad.....	to Lake Placid.
Agnew's Stage Line	to Elizabethtown.
Kellogg's Stage Line	to Westport.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$19.80.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1297.

Route reverse of Excursion 1296, shown above.

RATE from New York.....\$19.80.

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1298.

(Going via Utica; returning via Lake Placid, Elizabethtown, Westport, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Saranac Lake.
Agnew's Stage Line	to Elizabethtown.
Kellogg's Stage Line	to Westport.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$21.30.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 1299.

Route reverse of Excursion 1298, shown above.

RATE from New York.....\$21.30.

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 454.

(Going via Saratoga and Lake George; returning all rail via Plattsburgh.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad	to Plattsburgh.
Chateaugay Railroad	to Saranac Lake.
Chateaugay Railroad	to Plattsburgh.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$17.50.	

TO SARANAC LAKE AND RETURN TO NEW YORK.—EXCURSION 455.

Route reverse of Excursion 454, shown above.

RATE from New York.....\$17.50.

SCHROON LAKE, N. Y.

TO SCHROON LAKE, N. Y., AND RETURN TO NEW YORK.—EXCURSION 186.

New York Central & Hudson River Railroad	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Adirondack Railway.....	to Riverside.
Leavitt's Stages.....	to Pottersville.
Schroon Lake Steamers.....	to Schroon Lake.

(Returning over same route.)

RATE from New York.....\$14.00.

TUPPER LAKE JUNCTION, N. Y.

TO TUPPER LAKE JUNCTION AND RETURN.—EXCURSION 1219.

(Via Utica.)

New York Central & Hudson River Railroad in both directions	
RATES.—From New York....\$14.90,	From Albany and Troy....\$9.35.

WESTPORT, N. Y.

TO WESTPORT, N. Y., AND RETURN TO NEW YORK.—EXCURSION 334.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Westport.

(Returning over same route.)

RATE from New York.....\$12.45.

WHITE LAKE, N. Y.

TO WHITE LAKE AND RETURN.—EXCURSION 1220.

(Via Utica.)

New York Central & Hudson River Railroad in both directions.	
RATES.—From New York....\$11.10,	From Albany and Troy....\$5.55.

ALBURGH SPRINGS, VT.

TO ALBURGH SPRINGS AND RETURN TO NEW YORK.—EXCURSION 154.

(Via Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway	to Rutland.
Central Vermont Railroad	to Alburgh Springs.

(Returning over same route.)

RATE from New York.....\$14.90.

TO ALBURGH SPRINGS AND RETURN TO NEW YORK.—EXCURSION 155.

(Via Saratoga and Rutland.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Alburgh Springs.

(Returning over same route.)

RATE from New York.....\$14.90.

BALLSTON, N. Y.

TO BALLSTON, N. Y., AND RETURN TO NEW YORK.—EXCURSION 478.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Ballston.

(Returning over same route.)

RATE from New York.....\$7.05.

BENNINGTON, VT.

TO BENNINGTON, VT., AND RETURN TO NEW YORK.—EXCURSION 463.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Bennington.

(Returning over same route.)

RATE from New York.....\$7.40.

BERKSHIRE HILLS, MASS.

New York Central & Hudson River Railroad (Harlem Division)....to Chatham.
 Boston & Albany Railroad.....to destination.

(Returning over same route.)

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Adams, Mass.....	\$6.15	Maple Grove, Mass.....	\$6.10
Berkshire, Mass.....	5.80	Richmond, Mass.....	5.25
Cheshire, Mass.....	6.00	Shaker's Village, Mass.....	5.40
Coltsville, Mass.....	5.70	State Line, Mass.....	5.10

 Above tickets are good only for a continuous passage in each direction, within extreme limit of October 31st, 1895.

BLUFF POINT, N. Y.


TO BLUFF POINT, N. Y. (HOTEL CHAMPLAIN), AND RETURN TO NEW YORK.—EXCURSION 599.

(Via Saratoga.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Bluff Point.

(Returning over same route.)

RATE from New York.....\$14.35.

 *Special Limited Excursion Tickets, covering above route, will be sold at rate of \$10.00 from New York. These tickets will be good only for a continuous passage in each direction, and are valid only if used to Bluff Point on trains leaving New York Friday evening or Saturday, and must be used on the return passage not later than the evening train leaving Bluff Point on the Monday following.*

TO BLUFF POINT, N. Y. (HOTEL CHAMPLAIN), AND RETURN TO NEW YORK.—EXCURSION 600.

(Going via Lake George; returning via Saratoga and all rail.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Caldwell.
 Lake George Steamer.....to Baldwin.
 Delaware & Hudson Railroad.....to Bluff Point.
 Delaware & Hudson Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$15.85.

BROCKVILLE, ONT.

TO BROCKVILLE, ONT., AND RETURN.—EXCURSION 1326.

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Morristown.
Ferry.....	to Brockville.

(Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$11.30.

BURLINGTON, VT.

TO BURLINGTON.—EXCURSION 3.

(Via Saratoga, Lake George and Lake Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer.....	to Burlington.

RATE from New York.....\$9.10.

TO BURLINGTON AND RETURN TO NEW YORK.—EXCURSION 4.

(Via Saratoga, Lake George and Lake Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$14.50.

TO BURLINGTON AND RETURN TO NEW YORK.—EXCURSION 410.

(Via all rail.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Burlington.

(Returning over same route.)

RATE from New York.....\$13.00.

TO BURLINGTON AND RETURN TO NEW YORK.—EXCURSION 411.

(Going via Saratoga and Lakes George and Champlain; returning via all rail.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer.....	to Burlington.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$16.00.

TO BURLINGTON AND RETURN TO NEW YORK.—EXCURSION 412.

Route reverse of Excursion 411, shown above.

RATE from New York.....\$16.00.

TO BURLINGTON AND RETURN TO NEW YORK.—EXCURSION 471.

(Going and returning via Saratoga and Lake Champlain.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Fort Ticonderoga.
 Lake Champlain Steamer.....to Burlington.

(Returning over same route.)

RATE from New York.....\$13.00.

TO BURLINGTON AND RETURN TO NEW YORK.—EXCURSION 472.

(Going and returning via Saratoga and Rutland.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Burlington.

(Returning over same route.)

RATE from New York.....\$13.00.

MILTON, VT. (CAMP WATSON).

TO MILTON, VT., AND RETURN TO NEW YORK.—EXCURSION 488.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to Milton.

(Returning over same route.)

RATE from New York.....\$13.60.

TO MILTON, VT., AND RETURN TO NEW YORK.—EXCURSION 489.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Milton.

(Returning over same route.)

RATE from New York.....\$13.60.

CANANDAIGUA, N. Y.

TO CANANDAIGUA AND RETURN.—EXCURSION 1223.

Via New York Central & Hudson River Railroad in both directions.

RATE from New York.....\$14.00.


CARLETON ISLAND, N. Y.

TO CARLETON ISLAND, N. Y., AND RETURN.—EXCURSION 1328.

New York Central & Hudson River Railroad.....to Utica or Rome.
 Rome, Watertown & Ogdensburg Railroad.....to Cape Vincent.
 Steamer.....to Carleton Island.

(Returning over same route.)

RATES.—From New York....\$16.00, From Albany and Troy....\$10.55.

 A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$14.25 from New York and \$9.75 from Albany or Troy.


CASSADAGA LAKE, N. Y.

TO CASSADAGA LAKE (LILY DALE) AND RETURN.—EXCURSION 750.

New York Central & Hudson River Railroad.....to Buffalo.
 Lake Shore & Michigan Southern Railway.....to Dunkirk.
 Dunkirk, Allegheny Valley & Pittsburg Railroad.....to Lily Dale.

(Returning over same route.)

RATES.—From New York....\$19.15, From Albany and Troy....\$13.65.

 A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.

CHAUTAUQUA LAKE, N. Y.**TO MAYVILLE, N. Y., AND RETURN.—EXCURSION 196.**

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad.....	to Mayville and Corry.
Pennsylvania Railroad.....	to New York.
RATE from New York.....\$23.00.	

TO MAYVILLE, N. Y., AND RETURN.—EXCURSION 785.

(Going direct; returning via Oil Region, Pittsburg and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad.....	to Oil City.
Lake Shore & Michigan Southern Railway.....	to Stoneboro.
Western New York & Pennsylvania Railroad.....	to New Castle.
Pittsburg & Lake Erie Railroad.....	to Pittsburg.
Pennsylvania Railroad.....	to New York.
RATE from New York.....\$25.50.	

TO MAYVILLE, N. Y., AND RETURN.—EXCURSION 198.


(Via Brocton.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad.....	to Mayville.
Western New York & Pennsylvania Railroad.....	to Buffalo.
New York Central & Hudson River Railroad.....	to starting point.
RATES.—From New York....\$19.00, From Albany and Troy....\$14.50.	

TO MAYVILLE, N. Y., AND RETURN.—EXCURSION 203.

New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad.....	to Mayville.
(Returning over same route.)	


RATES.—From New York....\$18.50, From Albany and Troy....\$13.50.

 A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.

TO JAMESTOWN AND RETURN.—EXCURSION 842.

New York Central & Hudson River Railroad.....	to Buffalo.
Lake Shore & Michigan Southern Railway.....	to Dunkirk.
Dunkirk, Allegheny Valley & Pittsburg Railroad.....	to Falconer.
Jamestown Electric Street Railway.....	to Jamestown.
(Returning over same route.)	


RATES.—From New York....\$18.50, From Albany and Troy....\$13.50.

 A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.

TO LAKEWOOD AND RETURN.—EXCURSION 843.

New York Central & Hudson River Railroad.....	to Buffalo.
Lake Shore & Michigan Southern Railway.....	to Dunkirk.
Dunkirk, Allegheny Valley & Pittsburg Railroad.....	to Falconer.
Jamestown Electric Street Railway.....	to Lakewood.
(Returning over same route.)	

RATES.—From New York....\$18.50, From Albany and Troy....\$13.50.

 A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.

TO ANY POINT ON CHAUTAUQUA LAKE AND RETURN.—EXCURSION 844.

New York Central & Hudson River Railroad.....	to Buffalo.
Lake Shore & Michigan Southern Railway.....	to Dunkirk.
Dunkirk, Allegheny Valley & Pittsburg Railroad.....	to Falconer.
Jamestown Electric Street Railway.....	to Jamestown.
Chautauqua Steamboat Company.....	to any point on the Lake.
(Returning over same route.)	

RATES.—From New York....\$18.50, From Albany and Troy....\$13.75.

A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.

TO CHAUTAUQUA, N. Y., AND RETURN.—EXCURSION 1226.

New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad.....	to Mayville.
Chautauqua Steamboat Company.....	to Chautauqua.
(Returning over same route.)	

RATES.—From New York....\$18.50, From Albany and Troy....\$13.75.

A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.

CHITTENANGO FALLS, N. Y.

TO CHITTENANGO FALLS AND RETURN.—EXCURSION 480.

New York Central & Hudson River Railroad.....	to Canastota.
Elmira, Cortland & Northern Railroad.....	to Chittenango Falls.
(Returning over same route.)	

RATES.—From New York....\$11.70, From Albany and Troy....\$5.75.

CHITTENANGO SPRINGS, N. Y.

TO CHITTENANGO, N. Y., AND RETURN.—LOCAL EXCURSION.

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$11.55, From Albany and Troy....\$5.36.

CLARENDON SPRINGS, VT. (CASTLETON).

TO CASTLETON AND RETURN TO NEW YORK.—EXCURSION 232.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Castleton.
(Returning over same route.)	

RATE from New York.....\$10.00.

CLIFTON SPRINGS, N. Y.

TO CLIFTON SPRINGS AND RETURN.—EXCURSION 1227.

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$14.00, From Albany....\$8.45.

COLUMBIA SPRINGS, N. Y.

TO HUDSON, N. Y., AND RETURN TO NEW YORK.—LOCAL EXCURSION.

(Going and returning via New York Central & Hudson River Railroad.)

RATE from New York.....\$4.56.

COOPERSTOWN, N. Y.

TO COOPERSTOWN, N. Y., AND RETURN TO NEW YORK.—EXCURSION 331.

New York Central & Hudson River Railroad.....	to Albany.
Delaware & Hudson Railroad.....	to C. & C. V. Junction.
Cooperstown & Charlotte Valley Railroad.....	to Cooperstown.
(Returning over same route.)	

RATE from New York.....\$11 15.

TO COOPERSTOWN AND RETURN TO NEW YORK.—EXCURSION 119.

(Via Albany, returning via Otsego Lake and Richfield Springs.)

New York Central & Hudson River Railroad.....	to Albany.
Delaware & Hudson Railroad.....	to C. & C. V. Junction.
Cooperstown & Charlotte Valley Railroad.....	to Cooperstown.
Otsego Lake Steamer and Stage.....	to Richfield Springs.
Delaware, Lackawanna & Western Railroad.....	to Utica.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$12.75.	

TO COOPERSTOWN AND RETURN TO NEW YORK.—EXCURSION 120.

(Via Richfield Springs and Otsego Lake, returning via Albany.)

New York Central & Hudson River Railroad.....	to Utica.
Delaware, Lackawanna & Western Railroad.....	to Richfield Springs.
Stage and Otsego Lake Steamer.....	to Cooperstown.
Cooperstown & Charlotte Valley Railroad.....	to C. & C. V. Junction.
Delaware & Hudson Railroad.....	to Albany.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$12.75.	

ESSEX JUNCTION, VT.

TO ESSEX JUNCTION AND RETURN.—EXCURSION 818.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Essex Junction.
(Returning over same route.)	

RATE from New York.....\$13.00.

TO ESSEX JUNCTION AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Essex Junction.
(Returning over same route.)	

RATE from New York.....\$13.00.

FERRISBURG, VT.

TO FERRISBURG AND RETURN.—EXCURSION 818.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Ferrisburg.
(Returning over same route.)	

RATE from New York.....\$12.40.

TO FERRISBURG AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Ferrisburg.
(Returning over same route.)	

RATE from New York.....\$12.40.

FORT EDWARD, N. Y.

TO FORT EDWARD AND RETURN TO NEW YORK.—EXCURSION 332.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Fort Edward.
(Returning over same route.)	

RATE from New York.....\$8.50.

GENEVA, N. Y.

TO GENEVA AND RETURN.—EXCURSION 1228.

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$13.50, From Albany and Troy....\$8.00.

GLENS FALLS, N. Y.

TO GLENS FALLS AND RETURN TO NEW YORK.—EXCURSION 333.

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Glens Falls.

(Returning over same route.)

RATE from New York.....\$8.80.

HOWE'S CAVE, N. Y.

TO HOWE'S CAVE AND RETURN TO NEW YORK.—EXCURSION 330.

New York Central & Hudson River Railroad.....to Albany.

Delaware & Hudson Railroad.....to Howe's Cave.

(Returning over same route.)

RATE from New York.....\$7.80.

HIGHGATE SPRINGS, VT.

TO HIGHGATE SPRINGS AND RETURN TO NEW YORK.—EXCURSION 126.

(Via Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to Highgate Springs.

(Returning over same route.)

RATE from New York.....\$14.85.

TO HIGHGATE SPRINGS AND RETURN TO NEW YORK.—EXCURSION 170.

(Via Saratoga, Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rutland.

Central Vermont Railroad.....to Highgate Springs.

(Returning over same route.)

RATE from New York.....\$14.85.

HUDSON RIVER VALLEY POINTS, N. Y.

On the line of the Newburgh, Dutchess & Connecticut R. R.

GOING VIA NEW YORK CENTRAL & HUDSON RIVER R. R. TO DUTCHESS JUNCTION; NEWBURGH,
DUTCHESS & CONNECTICUT R. R. TO DESTINATION; RETURNING OVER SAME ROUTE.

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Bangall, Excursion 670.....	\$3.65	Moore's Mills, Excursion 671.....	\$3.15
Hopewell, " 669.....	2.65	Pine Plains, " 672.....	4.00
La Grange, " 673.....	2.90	Stissing, " 675.....	3.75
Millbrook, " 674.....	3.45	Verbank, " 676.....	3.35

On the line of the Poughkeepsie & Eastern R'y.

GOING VIA NEW YORK CENTRAL & HUDSON RIVER R. R. TO POUGHKEEPSIE; POUGHKEEPSIE
& EASTERN R'y TO DESTINATION; RETURNING OVER SAME ROUTE.

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Clinton Corners, Excursion 677.....	\$3.75	Salt Point, Excursion 681.....	\$3.75
Pine Plains, " 678.....	4.00	Stissing, " 682.....	3.75
Pleasant Valley, " 679.....	3.70	Willow Brook, " 924.....	3.75
Stanfordville, " 680.....	3.75		

On the line of the Philadelphia, Reading & New England R'y.

GOING VIA NEW YORK CENTRAL & HUDSON RIVER R. R. TO POUGHKEEPSIE; PHILADELPHIA,
READING & NEW ENGLAND R'y TO DESTINATION; RETURNING OVER SAME ROUTE.

	RATE FROM N. Y.		RATE FROM N. Y.
Pine Plains, N. Y., Excursion 683.....	\$4.00	Stanfordville, N. Y., Excursion 684.....	\$3.75

ITHACA, N. Y.**TO ITHACA AND RETURN.—EXCURSION 492.**

(Via Canastota.)

New York Central & Hudson River Railroad.....to Canastota.

Elmira, Cortland & Northern Railroad.....to Ithaca.

(Returning over same route.)

RATES.—From New York....\$11.50, From Albany and Troy.....\$8.75.**TO ITHACA AND RETURN.—EXCURSION 1229.**

(Via Cayuga.)

New York Central & Hudson River Railroad.....to Cayuga.

Cayuga Lake Steamer.....to Ithaca.

(Returning over same route.)

RATES.—From New York....\$13.00, From Albany and Troy.....\$8.75.**TO ITHACA AND RETURN.—EXCURSION 1230.**

(Via Auburn.)

New York Central & Hudson River Railroad.....to Auburn.

Lehigh Valley Railroad.....to Ithaca.

(Returning over same route.)

RATES.—From New York....\$13.00, From Albany and Troy.....\$8.75.**KINGSTON, ONT.****EXCURSION ENDING AT KINGSTON, ONT.—EXCURSION 358.**

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Lewiston.

Niagara Navigation Company's Steamer.....to Toronto.

Grand Trunk Railway or Richelieu & Ontario Navigation Company's

Steamer.....to Kingston.

RATES.—From New York....\$14.85, From Albany and Troy.....\$12.50.**TO KINGSTON, ONT., AND RETURN.—EXCURSION 705.**

New York Central & Hudson River Railroad.....to Utica or Rome.

Rome, Watertown & Ogdensburg Railroad.....to Cape Vincent.

St. Lawrence River Steamboat Company.....to Kingston.

(Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$11.30.**LAKE BOMOSEEN, VT. (HYDEVILLE).****TO HYDEVILLE, VT., AND RETURN TO NEW YORK —EXCURSION 840.**

(Via Saratoga.)

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Hydeville.

(Returning over same route.)

RATE from New York.....\$10.00.**LAKE DUNMORE, VT. (BRANDON, VT.).****TO BRANDON AND RETURN TO NEW YORK.—EXCURSION 233.**

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rutland.

Central Vermont Railroad.....to Brandon.

(Returning over same route.)

RATE from New York.....\$10.85.**TO BRANDON AND RETURN TO NEW YORK.—EXCURSION 234.**

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to Brandon.


(Returning over same route.)

RATE from New York.....\$10.85.

LAKE EDWARD, P. Q.

QUEBEC TO LAKE EDWARD AND RETURN TO QUEBEC.—EXCURSION X 841.

Quebec & Lake St. John Railway.....	Quebec to Lake Edward.
Quebec & Lake St. John Railway.....	Lake Edward to Quebec.
RATE from Quebec.....\$4.50.	

 Above ticket to be sold only in connection with tickets reading to or passing through Quebec, P. Q.

LAKE GEORGE, N. Y.

TO LAKE GEORGE AND RETURN TO NEW YORK.—EXCURSION 1.


(Via Saratoga and Caldwell: returning via Ticonderoga and Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$12.65.	

TO LAKE GEORGE AND RETURN TO NEW YORK.—EXCURSION 2.

Route reverse of Excursion 1, shown above.

RATE from New York.....\$12.65.


 Limited Excursion Tickets, covering route of Excursions 1 and 2, good for four days from date of purchase, will be sold at rate of \$10.00 from New York.

TO CALDWELL (LAKE GEORGE) AND RETURN TO NEW YORK.—EXCURSION 166.

(Going and returning via Saratoga and Glens Falls.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Caldwell.
(Returning over same route.)	

RATE from New York.....\$10.30.

 During the season, a Special Excursion Ticket, covering the above route, will be sold at rate of \$8.50. This ticket will be good ONLY ON SATURDAY, and must be used for return passage to New York ON or BEFORE the MONDAY FOLLOWING.

LAKE GEORGE POINTS.

GOING VIA NEW YORK CENTRAL & HUDSON RIVER RAILROAD TO TROY; DELAWARE & HUDSON RAILROAD TO CALDWELL; LAKE GEORGE STEAMBOAT COMPANY TO DESTINATION;
RETURNING OVER SAME ROUTE.

DESTINATION.	RATE FROM Y. Y.	DESTINATION.	RATE FROM N. Y.
Bolton.....	\$11.30	Kattskill.....	\$11.00
Fourteen-Mile Island.....	11.30	Pearl Point.....	11.30
Green Island (Sagamore Hotel).....	11.30	Trout Pavilion.....	11.00
Hulett's Landing.....	11.90		

LAKE KEUKA, N. Y.

TO PENN YAN, N. Y., AND RETURN.—EXCURSION 183.

New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Penn Yan.

(Returning over same route.)

RATES.—From New York....\$13.50, From Albany and Troy....\$8.90.


LAKE MEGANTIC, P. Q.

TO LAKE MEGANTIC AND RETURN TO NEW YORK.—EXCURSION 579.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to St. John's.
Canadian Pacific Railway.....	to Lake Megantic.

(Returning over same route.)

RATE from New York.....\$21.65.

 A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$19.50 from New York.

TO LAKE MEGANTIC AND RETURN TO NEW YORK.—EXCURSION 1271.

New York Central & Hudson River Railroadto Troy.
 Delaware & Hudson Railroad.....to Rouse's Point.
 Grand Trunk Railway.....to St. John's.
 Canadian Pacific Railway.....to Lake Megantic.

(Returning over same route.)

RATE from New York\$21.65.

A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$19.50 from New York.

LAKE MINNEWASKA, N. Y. (POUGHKEEPSIE).

TO POUGHKEEPSIE, N. Y., AND RETURN TO NEW YORK—LOCAL EXCURSION.

(Going and returning via New York Central & Hudson River Railroad.)

RATE from New York.....\$2.90.

LAKE MOHONK, N. Y. (POUGHKEEPSIE).

TO POUGHKEEPSIE, N. Y., AND RETURN TO NEW YORK—LOCAL EXCURSION.

(Going and returning via New York Central & Hudson River Railroad.)

RATE from New York\$2.90.

LAKE MUSKOKA, ONT.

TO BRACEBRIDGE, ONT., AND RETURN.—EXCURSION 482.

New York Central & Hudson River Railroadto Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Bracebridge.

(Returning over same route.)

RATES.—From New York....\$23.95, From Albany and Troy....\$18.45

TO BRACEBRIDGE, ONT., AND RETURN.—EXCURSION 483.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Bracebridge.

(Returning over same route.)

RATES.—From New York....\$23.95, From Albany and Troy....\$18.45.

TO PORT COCKBURN, ONT., AND RETURN.—EXCURSION 601.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Port Cockburn.

(Returning over same route.)

RATES.—From New York....\$25.40, From Albany and Troy....\$19.90.

TO PORT COCKBURN, ONT., AND RETURN.—EXCURSION 602.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Port Cockburn.

(Returning over same route.)

RATES.—From New York....\$25.40, From Albany and Troy....\$19.90.

TO ROSSEAU, ONT., AND RETURN.—EXCURSION 603.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Rosseau.

(Returning over same route.)

RATES.—From New York....\$25.15, From Albany and Troy....\$19.65.

TO ROSSEAU, ONT., AND RETURN.—EXCURSION 604.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Rosseau.

(Returning over same route.)

RATES.—From New York....\$25.15, From Albany and Troy....\$19.65.

TO BALA, ONT., AND RETURN.—EXCURSION 605.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Bala.

(Returning over same route.)

RATES.—From New York....\$24.40, From Albany and Troy....\$18.90.

TO BALA, ONT., AND RETURN.—EXCURSION 606.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Bala.

(Returning over same route.)

RATES.—From New York....\$24.40, From Albany and Troy....\$18.90.

TO PARRY SOUND, ONT., AND RETURN.—EXCURSION 1086.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Port Cockburn.
 Stage.....to Parry Sound.
 North Shore Navigation Company.....to Penetanguishene or Midland.
 Grand Trunk Railway.....to Suspension Bridge.
 New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$27.40, From Albany and Troy....\$21.90.

TO PARRY SOUND, ONT., AND RETURN.—EXCURSION 1087.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Port Cockburn.
 Stage.....to Parry Sound.
 North Shore Navigation Company.....to Penetanguishene or Midland.
 Grand Trunk Railway.....to Toronto.
 Niagara Navigation Company's Steamer.....to Lewiston.
 New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$27.40, From Albany and Troy....\$21.90.

TO PARRY SOUND, ONT., AND RETURN.—EXCURSION 1088.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Penetanguishene or Midland.
 North Shore Navigation Company.....to Parry Sound.

(Returning over same route.)

RATES.—From New York....\$27.40, From Albany and Troy....\$21.90.

TO PARRY SOUND, ONT., AND RETURN.—EXCURSION 1089.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Penetanguishene or Midland.
 North Shore Navigation Company.....to Parry Sound.

(Returning over same route.)

RATES.—From New York....\$27.40, From Albany and Troy....\$21.90.

ALL AROUND MUSKOKA LAKES AND RETURN.—EXCURSION 611.

New York Central & Hudson River Railroad.....to Suspension Bridge
Grand Trunk Railway.....to Muskoka Wharf.
Muskoka & Georgian Bay Navigation Company.....All Around the Lakes.
(Returning over same route.)

RATES.—From New York....\$25.90, From Albany and Troy....\$20.40.

ALL AROUND MUSKOKA LAKES AND RETURN.—EXCURSION 612.

New York Central & Hudson River Railroad.....to Lewiston.
Niagara Navigation Company's Steamer.....to Toronto.
Grand Trunk Railway.....to Muskoka Wharf.
Muskoka & Georgian Bay Navigation Company.....All Around the Lakes.
(Returning over same route.)

RATES.—From New York....\$25.90, From Albany and Troy....\$20.40.


LAKE ST. JOHN, P. Q.

TO ROBerval (ON LAKE ST. JOHN).—EXCURSION 613.

Quebec & Lake St. John Railway.....Quebec to Roberval.
RATE from Quebec.....\$5.70.

TO ROBerval (ON LAKE ST. JOHN), AND RETURN TO QUEBEC.—EXCURSION 614.

Quebec & Lake St. John Railway.....Quebec to Roberval.
Quebec & Lake St. John Railway.....Roberval to Quebec.
RATE from Quebec.....\$7.50.

 Above tickets to be sold only in connection with tickets reading to, or passing through, Quebec, P. Q.

LEBANON SPRINGS, N. Y.

TO LEBANON SPRINGS AND RETURN TO NEW YORK.—FORM 604 R.

(Via Hudson and Chatham.)

New York Central & Hudson River Railroad.....to Hudson.
Boston & Albany Railroad.....to Chatham.
Lebanon Springs Railroad.....to Lebanon Springs.
(Returning over same route.)


RATE from New York.....\$6.00.

TO LEBANON SPRINGS AND RETURN TO NEW YORK.—FORM 5 E. R.

(Via Harlem Division.)

New York Central & Hudson River Railroad (Harlem Division)...to Chatham.
Lebanon Springs Railroad.....to Lebanon Springs.
(Returning over same route.)

RATE from New York.....\$6.00.


 A Limited Ticket, good only for a continuous passage in each direction, within 30 days from date of sale, will be sold, covering above route, at rate of \$5.60.

THE LITCHFIELD HILLS, CONN.

On the line of the Philadelphia, Reading & New England R.R.

GOING VIA NEW YORK CENTRAL & HUDSON RIVER R.R. (HARLEM DIVISION), TO MILLERTON,
MT. RIGA, OR BOSTON CORNERS, THENCE PHILADELPHIA, READING & NEW ENGLAND
R.R. TO DESTINATION, RETURNING OVER SAME ROUTE.

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Canaan, Ct., Excursion 724.....	\$4.30	Salisbury, Ct., Excursion 726.....	\$4.00
Chapinville, Ct. " 725.....	4.15	State Line, N. Y. " 729.....	3.90
East Canaan, Ct. " 723.....	4.50	West Norfolk, Ct. " 722.....	4.60
Lakeville, Ct. " 727.....	4.00	West Winsted, Ct. " 720.....	5.00
Norfolk, Ct. " 721.....	4.75	Winsted, Ct. " 719.....	5.00
Ore Hill, Ct. " 728.....	3.90		

 Above tickets are good only for a continuous passage in each direction; extreme limit October 31, 1895.

MACKINAC ISLAND, MICH.**TO MACKINAC ISLAND AND RETURN TO NEW YORK.—EXCURSION 724.**

(Via Albany, Rochester, Niagara Falls, Cleveland and Steamer.)

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to Buffalo.
 Lake Shore & Michigan Southern Railway.....to Cleveland.
 Detroit & Cleveland Steam Navigation Co.....to Mackinac Island.
 (Returning over same route.)

RATE from New York.....\$33.85.

TO MACKINAC ISLAND AND RETURN TO NEW YORK.—EXCURSION 725.

(Via Albany, Rochester, Niagara Falls, Detroit and Bay City.)

New York Central & Hudson River Railroad.....to Buffalo or Suspension Bridge.
 Michigan Central Railroad.....to Mackinaw City.
 Mackinaw Transportation Co.....to Mackinac Island.
 (Returning over same route.)

RATE from New York.....\$39.05.

TO MACKINAC ISLAND AND RETURN TO NEW YORK.—EXCURSION 815.

(Via Niagara Falls and Georgian Bay.)

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Collingwood.
 Great Northern Transit Company's Steamer.....to Mackinac Island.
 (Returning over same route.)

RATE from New York.....\$37.75.

TO MACKINAC ISLAND AND RETURN TO NEW YORK.—EXCURSION 816.

(Via Niagara Falls, Toronto and Georgian Bay.)

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Collingwood.
 Great Northern Transit Company's Steamer.....to Mackinac Island.
 (Returning over same route.)

RATE from New York.....\$37.75.

 *Steamers of the Great Northern Transit Co. run only during the months of July and August. Meals and berth included.*

TO MACKINAC ISLAND AND RETURN TO NEW YORK.—EXCURSION 1305.

(Via Albany, Rochester, Buffalo and Steamer.)

New York Central & Hudson River Railroad.....to Buffalo.
 Cleveland & Buffalo Transit Company.....to Cleveland.
 Detroit & Cleveland Steam Navigation Company.....to Mackinac Island.
 (Returning over same route.)

RATE from New York.....\$30.35.

MANCHESTER, VT.**TO MANCHESTER AND RETURN TO NEW YORK.—EXCURSION 71.**

(Via Troy and White Creek.)

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Manchester.
 (Returning over same route.)

RATE from New York.....\$8.15.

MASSENA SPRINGS, N. Y.**TO MASSENA SPRINGS AND RETURN.—EXCURSION 1248.**

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Massena Springs.
 (Returning over same route.)

RATES.—From New York....\$17.80, From Albany and Troy....\$12.35.

MIDDLEBURY, VT.**TO MIDDLEBURY, VT. AND RETURN TO NEW YORK.—EXCURSION 818.**

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Middlebury.

(Returning over same route.)

RATE from New York.....\$11.65.

TO MIDDLEBURY, VT., AND RETURN TO NEW YORK.—EXCURSION 819.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Middlebury.

(Returning over same route.)

RATE from New York.....\$11.65.

MONTPELIER, VT.**TO MONTPELIER, VT., AND RETURN TO NEW YORK.—EXCURSION 243.**

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Montpelier.

(Returning over same route.)

RATE from New York.....\$13.00.

TO MONTPELIER, VT., AND RETURN TO NEW YORK.—EXCURSION 244.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Montpelier.

(Returning over same route.)

RATE from New York.....\$13.00.

MONTREAL, P. Q.**TO MONTREAL, P. Q., AND RETURN.—EXCURSION 1339.**

(Via Utica and Adirondack Mountains.)

New York Central & Hudson River Railroad in both directions.

RATES.—From New York....\$17.50, From Albany and Troy....\$11.45.

TO MONTREAL P. Q., AND RETURN TO NEW YORK.—EXCURSION 1318.

(Going via Utica and Adirondack Mountains; returning via Plattsburgh and Saratoga.)

New York Central & Hudson River Railroad.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$17.50.

TO MONTREAL, P. Q., AND RETURN TO NEW YORK.—EXCURSION 1319.

Route reverse of Excursion 1318, shown above.

RATE from New York.....\$17.50.

TO MONTREAL, P. Q., AND RETURN TO NEW YORK.—EXCURSION 1320.

(Going via Utica and Adirondack Mountains; returning via Plattsburgh, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamboat Company.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$19.00.

TO MONTREAL, P. Q., AND RETURN TO NEW YORK.—EXCURSION 1321.

Route reverse of Excursion 1320, shown on preceding page.

RATE from New York.....\$19.00.

TO MONTREAL, P. Q., AND RETURN TO NEW YORK.—EXCURSION 1322.

(Going via Utica and Adirondack Mountains; returning via Burlington and Rutland.)

New York Central & Hudson River Railroad.....to Montreal.
Grand Trunk Railway.....to St. John's.
Central Vermont Railroad.....to Rutland.
Bennington & Rutland Railway.....to White Creek.
Fitchburg Railroad.....to Troy.
New York Central & Hudson River Railroad.....to New York.
RATE from New York.....\$17.50.

TO MONTREAL, P. Q., AND RETURN TO NEW YORK.—EXCURSION 1323.

Route reverse of Excursion 1322, shown above.

RATE from New York.....\$17.50.

TO MONTREAL AND RETURN TO NEW YORK.—EXCURSION 9.

(Via Saratoga and Plattsburgh)

New York Central & Hudson River Railroad.....to Troy.
Delaware & Hudson Railroad.....to Rouse's Point.
Grand Trunk Railway.....to Montreal.
(Returning over same route.)
RATE from New York.....\$17.50.

TO MONTREAL AND RETURN TO NEW YORK.—EXCURSION 10.

(Via Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....to Troy.
Fitchburg Railroad.....to White Creek.
Bennington & Rutland Railway.....to Rutland.
Central Vermont Railroad.....to St. John's.
Grand Trunk Railway.....to Montreal.
(Returning over same route.)

RATE from New York.....\$17.50.

NEW YORK TO MONTREAL.—EXCURSION 7.

(Via Saratoga, Lake George and Lake Champlain)

New York Central & Hudson River Railroad.....to Troy.
Delaware & Hudson Railroad.....to Caldwell.
Lake George Steamer.....to Baldwin.
Delaware & Hudson Railroad.....to Ticonderoga.
Lake Champlain Steamer.....{ to Plattsburgh, or Bluff
Point (Hotel Champlain).
Delaware & Hudson Railroad.....to Rouse's Point.
Grand Trunk Railway.....to Montreal.

RATE from New York.....\$11.50.

TO MONTREAL AND RETURN TO NEW YORK.—EXCURSION 8.

(Via Saratoga, Lake George and Lake Champlain.)

New York Central & Hudson River Railroad.....to Troy.
Delaware & Hudson Railroad.....to Caldwell.
Lake George Steamer.....to Baldwin.
Delaware & Hudson Railroad.....to Ticonderoga.
Lake Champlain Steamer.....{ to Plattsburgh, or Bluff
Point (Hotel Champlain).
Delaware & Hudson Railroad.....to Rouse's Point.
Grand Trunk Railway.....to Montreal.
Grand Trunk Railway.....to Rouse's Point.
Delaware & Hudson Railroad.....{ to Plattsburgh, or Bluff
Point (Hotel Champlain).
Lake Champlain Steamer.....to Ticonderoga.
Delaware & Hudson Railroad.....to Troy.
New York Central & Hudson River Railroad.....to New York.
RATE from New York.....\$19.00.



TO MONTREAL AND RETURN TO NEW YORK.—EXCURSION 73.

(Via Saratoga, Lake George and Lake Champlain; returning via St. Albans and Rutland.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Ticonderoga.
Lake Champlain Steamer.....	to Burlington.
Central Vermont Railroad.....	to St. John's.
Grand Trunk Railway.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$20.20.

TO MONTREAL AND RETURN TO NEW YORK.—EXCURSION 91.

(Via Saratoga and Plattsburgh; returning via Lake Champlain, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Ticonderoga.
Lake Champlain Steamer.....	} to Plattsburgh, or Bluff Point (Hotel Champlain).
Delaware & Hudson Railroad.....	
Grand Trunk Railway.....	to Rouse's Point.
Grand Trunk Railway.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	} to Plattsburgh, or Bluff Point (Hotel Champlain).
Lake Champlain Steamer.....	
Delaware & Hudson Railroad.....	to Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$10.00.

TO MONTREAL AND RETURN TO NEW YORK.—EXCURSION 92.

(Via Rutland, Burlington and St. Albans; returning via Lake Champlain, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to St. John's.
Grand Trunk Railway.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$20.20.

EXCURSIONS ENDING AT MONTREAL.

EXCURSION 171 (VIA UTICA AND CLAYTON).

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Richelieu & Ontario Navigation Company's Steamer.....	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.

RATES.—From New York....\$13.50, From Albany and Troy....\$10.40.

EXCURSION 89 (VIA NIAGARA FALLS, SYRACUSE AND CLAYTON).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Syracuse.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Richelieu & Ontario Navigation Company's Steamer.....	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.

RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.

EXCURSION 877 (VIA NIAGARA FALLS, LEWISTON AND CLAYTON).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Richelieu & Ontario Navigation Company's Steamer.....	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.

RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.

EXCURSION 1340 (VIA NIAGARA FALLS AND TORONTO).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....	to Kingston.
Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....	to Prescott.
Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....	to Montreal.

RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.

EXCURSION 1341 (VIA NIAGARA FALLS AND TORONTO).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Suspension Bridge.
Grand Trunk Railway.....	to Toronto.
Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....	to Kingston.
Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....	to Prescott.
Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....	to Montreal.

RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.

EXCURSION 1342 (VIA NIAGARA FALLS AND TORONTO).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Canadian Pacific R'y or Rich. & Ont. Nav. Co's Steamer.....	to Montreal.

RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.

MORRISTOWN PARK, N. Y.**TO MORRISTOWN PARK, N. Y., AND RETURN.—EXCURSION 1247.**

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Morristown Park.
(Returning over same route.)	

RATES.—From New York....\$16.00, From Albany and Troy....\$10.55.

NEW HAVEN, VT.**TO NEW HAVEN, VT., AND RETURN.—EXCURSION 818.**

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to New Haven.
(Returning over same route.)	

RATE from New York.....\$12.10.

TO NEW HAVEN, VT., AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to New Haven.
(Returning over same route.)	

RATE from New York.....\$12.10.

NEWBURGH, N. Y.

TO NEWBURGH AND RETURN TO NEW YORK.—EXCURSION 508.

New York Central & Hudson River Railroad to Fishkill.
 Ferry to Newburgh.
 Day Line Steamer to New York.

RATE from New York\$1.75.

*⚡ Above ticket is good only on date of sale in both directions.***NEW YORK AND PUTNAM RAILROAD.**

(N. Y. C. & H. R. R.R. Co. LESSEE.)

Excursion rates for tickets valid from any station on Sixth or Ninth Avenue Elevated Railroad
 and return. Good to return within 30 days.

Van Cortlandt.....	\$.35	Tarrytown.....	\$.90
Moshulu.....	.40	Tower Hill.....	.90
Caryl.....	.45	Pocantico Hills.....	.90
Lowerre.....	.45	Whitson's.....	1.15
Park Hill.....	.50	Merritt's Corners.....	1.25
Yonkers.....	.50	Kitchawan.....	1.45
Lincoln.....	.45	Croton Lake.....	1.55
Dunwoodie.....	.50	Yorktown.....	1.75
Bryn Mawr Park.....	.55	Amawalk.....	1.85
Nepperhan.....	.60	West Somers.....	2.00
Gray Oaks.....	.70	Baldwin Place.....	2.00
Nepera Park.....	.70	Mahopac Falls.....	2.00
Mt. Hope.....	.70	Mahopac Mines.....	2.00
Chauncey.....	.75	Lake Mahopac.....	2.00
Ardsley.....	.75	Crafts.....	2.10
Woodlands.....	.85	Carmel.....	2.10
Worthington.....	.85	Tilly Foster Mines.....	2.10
Elmsford.....	.85	Brewster.....	2.15
East View.....	.90		

NIAGARA FALLS, N. Y.

NEW YORK TO NIAGARA FALLS.—EXCURSION 11.

(Via Saratoga.)

New York Central & Hudson River Railroad..... to Troy.
 Delaware and Hudson Railroad..... to Saratoga.
 Delaware & Hudson Railroad..... to Schenectady.
 New York Central & Hudson River Railroad..... to Niagara Falls.
 RATE from New York\$10.30.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 12.

(Via Saratoga; returning direct.)

New York Central & Hudson River Railroad..... to Troy.
 Delaware & Hudson Railroad..... to Saratoga.
 Delaware & Hudson Railroad..... to Schenectady.
 New York Central & Hudson River Railroad..... to Niagara Falls.
 New York Central & Hudson River Railroad..... to New York.
 RATE from New York.....\$18.80.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 13.

(Via Cooperstown, Otsego Lake and Richfield Springs; returning direct.)

New York Central & Hudson River Railroad..... to Albany.
 Delaware & Hudson Railroad..... to C. & C. V. Junction.
 Cooperstown & Charlotte Valley Railroad..... to Cooperstown.
 Otsego Lake Steamer, and Stage..... to Richfield Springs.
 Delaware, Lackawanna & Western Railroad..... to Utica.
 New York Central & Hudson River Railroad..... to Niagara Falls.
 New York Central & Hudson River Railroad..... to New York.
 RATE from New York\$19.15.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 100.

Route reverse of Excursion 18, shown on preceding page.

RATE from New York\$19.15.

TO NIAGARA FALLS AND RETURN.—EXCURSION 35.

(Via Albany, Syracuse and Rochester.)

New York Central & Hudson River Railroadto Niagara Falls.

New York Central & Hudson River Railroadto starting point.

RATES.—From New York\$17.00, From Albany and Troy.....\$12.00.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 36.

(Via Rochester; returning via Elmira and Binghamton.)

New York Central & Hudson River Railroadto Niagara Falls.

New York, Lake Erie & Western Railroad.....to New York.

RATE from New York\$17.00.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 1092.

(Via Rochester; returning via Waverly, Bethlehem and Philadelphia.)

New York Central & Hudson River Railroad.to Niagara Falls.

Lehigh Valley Railroadto Bethlehem.

Philadelphia & Reading Railroad..... } to Philadelphia and Bound
Brook.

Central Railroad of New Jersey.....to New York.

RATE from New York.....\$19.75.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 1093.

New York Central & Hudson River Railroad.....to Niagara Falls.

Lehigh Valley Railroad.....to New York.

RATE from New York\$17.00.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 47.

(Going direct; returning via Saratoga.)

New York Central & Hudson River Railroadto Niagara Falls.

New York Central & Hudson River Railroadto Schenectady.

Delaware & Hudson Railroad.....to Saratoga.

Delaware & Hudson Railroad.....to Troy.

New York Central & Hudson River Railroad.....to New York.

RATE from New York\$18.80.

TO NIAGARA FALLS AND RETURN.—EXCURSION 50.

(Via Richfield Springs; returning direct.)

New York Central & Hudson River Railroadto Utica.

Delaware, Lackawanna & Western Railroad.....to Richfield Springs.

Delaware, Lackawanna & Western Railroad.....to Utica.

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$19.00, From Albany and Troy\$14.00.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 70.

(Going direct; returning via Watkins, Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Canandaigua.

Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and
Philadelphia).....to New York.

RATE from New York.....\$19.75.

TO NIAGARA FALLS AND RETURN.—EXCURSION 87.

(Going direct; returning via Alexandria Bay and Trenton Falls.)

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Lewiston.
Rome, Watertown & Ogdensburg Railroad	to Clayton.
Steamer	to Alexandria Bay.
Steamer	to Clayton.
Rome, Watertown & Ogdensburg Railroad	to Utica.
New York Central & Hudson River Railroad	to starting point.

RATES.—From New York.....\$24.10, From Albany and Troy....\$18.40.

TO NIAGARA FALLS AND RETURN.—EXCURSION 88.

Route reverse of Excursion 87, shown above.

RATES.—From New York.....\$24.10, From Albany and Troy....\$18.40.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 177.

(Going via Albany and Rochester; returning via Cayuga Lake, Ithaca and Delaware Water Gap.)

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Cayuga.
Cayuga Lake Steamer	to Ithaca.
Delaware, Lackawanna & Western Railroad	to New York.

RATE from New York.....\$18.00.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 196.

(Going direct; returning via Chautauqua Lake, Oil Region and Philadelphia.)

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Buffalo.
Western New York & Pennsylvania Railroad	to Corry.
Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia)	to New York.

RATE from New York.....\$23.00.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 785.

(Going direct; returning via Chautauqua Lake, Oil Region, Pittsburgh and Philadelphia.)

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Buffalo.
Western New York & Pennsylvania Railroad	to Stoneboro.
Lake Shore & Michigan Southern Railway	to New Castle.
Pittsburgh & Lake Erie Railroad	to Pittsburgh.
Pennsylvania Railroad	to New York.

RATE from New York.....\$25.50.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 198.

(Via Brocton and Chautauqua Lake.)

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Buffalo.
Western New York & Pennsylvania Railroad	to Mayville.
Western New York & Pennsylvania Railroad	to Buffalo.
New York Central & Hudson River Railroad	to New York.

RATE from New York.....\$19.00.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 227.

(Going via Albany and Rochester; returning via Youngstown and Pittsburgh.)

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Buffalo.
Lake Shore & Michigan Southern Railway	to Youngstown.
Pittsburgh & Lake Erie Railroad	to Pittsburgh.
Pennsylvania Railroad	to New York.

RATE from New York.....\$25.50.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 228.

(Going via Albany and Rochester; returning via Elmira, Binghamton and Delaware Water Gap.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Delaware, Lackawanna & Western Railroad.....	to New York.
RATE from New York.....\$17.00.	

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 229.

(Going via Albany and Rochester; returning via Williamsport and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway	to Williamsport.
Philadelphia & Reading Railroad.....	to Philadelphia and Bound Brook.
Central Railroad of New Jersey.....	to New York.
RATE from New York.....\$19.75.	

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 230.

(Going via Saratoga and Rochester; returning via Williamsport and Philadelphia.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Schenectady.
New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway	to Williamsport.
Philadelphia & Reading Railroad.....	to Philadelphia and Bound Brook.
Central Railroad of New Jersey.....	to New York.
RATE from New York.....\$21.50.	

TO NIAGARA FALLS.—EXCURSION 550.

(Via Watkins Glen.)

New York Central & Hudson River R.R. (via Auburn or via Lyons)..	to Geneva.
Fall Brook Railway	to Watkins.
Fall Brook Railway	to Geneva.
New York Central & Hudson River Railroad.....	to Niagara Falls.
RATES.—From New York....\$10.25, From Albany and Troy....\$7.70.	

TO NIAGARA FALLS.—EXCURSION 551.

(Via Seneca Lake.)

Same as Excursion 550 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York....\$10.25,	From Albany and Troy....\$7.70.
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TO NIAGARA FALLS AND RETURN.—EXCURSION 552.

(Via Watkins Glen, returning direct.)

New York Central & Hudson River R.R. (via Auburn or via Lyons)..	to Geneva.
Fall Brook Railway	to Watkins.
Fall Brook Railway	to Geneva.
New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to starting point.
RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.	

TO NIAGARA FALLS AND RETURN.—EXCURSION 553.

Same as Excursion 552 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York....\$17.75,	From Albany and Troy....\$13.85.
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TO NIAGARA FALLS AND RETURN.—EXCURSION 554.

(Via Watkins Glen; returning direct.)

New York Central & Hudson River R.R. (via Auburn or via Lyons)..to Geneva.
 Fall Brook Railway.....to Watkins.
 Pennsylvania Railroad.....to Canandaigua.
 New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

TO NIAGARA FALLS AND RETURN.—EXCURSION 555.

Same as Excursion 554 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

TO NIAGARA FALLS AND RETURN.—EXCURSION 556.

(Going direct; returning via Watkins Glen.)

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to Canandaigua.
 Pennsylvania Railroad.....to Watkins Glen.
 Fall Brook Railway.....to Geneva.
 New York Central & Hudson River R.R. (via Auburn or via Lyons)..to starting point.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

TO NIAGARA FALLS AND RETURN.—EXCURSION 557.

(Via Seneca Lake.)

Same as Excursion 556 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

TO NIAGARA FALLS AND RETURN.—EXCURSION 558.

(Going direct; returning via Watkins Glen.)

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River R.R. (via Lyons or via Canandaigua).....to Geneva.
 Fall Brook Railway.....to Watkins Glen.
 Fall Brook Railway.....to Geneva.
 New York Central & Hudson River R.R. (via Auburn or via Lyons)..to starting point.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

TO NIAGARA FALLS AND RETURN.—EXCURSION 559.

(Via Seneca Lake.)

Same as Excursion 558 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 560.

(Via Rochester, returning via Watkins, Elmira and Binghamton.)

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad (via Lyons or via Canandaigua).....to Geneva.
 Fall Brook Railway.....to Watkins.
 Pennsylvania Railroad.....to Elmira.
 New York, Lake Erie & Western Railroad.....to New York.

RATE from New York.....\$17.75.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 561.

(Via Seneca Lake.)

Same as Excursion 560 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$17.75.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 562.

(Going direct; returning via Watkins, Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad (via Lyons or via Canandaigua)	to Geneva.
Fall Brook Railway	to Watkins Glen.
Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia)	to New York.
RATE from New York.....\$19.75.	

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 563.

(Via Seneca Lake.)

Same as Excursion 562 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$19.75.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 566.

(Going via Saratoga; returning via Watkins, Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Schenectady.
New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Watkins.
Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia).....	to New York.
RATE from New York.....\$21.50.	

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 567.

(Via Saratoga and Seneca Lake.)

Same as Excursion 566 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$21.50.

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 568.

(Going via Albany and Rochester; returning via Watkins, Elmira and Delaware Water Gap.

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Watkins.
Pennsylvania Railroad.....	to Elmira.
Delaware, Lackawanna & Western Railroad.....	to New York.
RATE from New York.....\$17.75.	

TO NIAGARA FALLS AND RETURN TO NEW YORK.—EXCURSION 569.

(Via Seneca Lake.)

Same as Excursion 568 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$17.75.

NIAGARA-ON-THE-LAKE, ONT.

NIAGARA FALLS, N. Y., TO NIAGARA-ON-THE-LAKE, ONT., AND RETURN.—EXCURSION X 656.

New York Central & Hudson River Railroad	to Lewiston.
Niagara Navigation Company's Steamer.....	to Niagara-on-the-Lake.
(Returning over same route.)	
RATE from Niagara Falls, N. Y.....\$0.80.	

NORTH ADAMS, MASS.

TO NORTH ADAMS, MASS., AND RETURN TO NEW YORK.—EXCURSION 239.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroadto North Adams.
 (Returning over same route.)

RATE from New York.....\$6.35.

TO NORTH ADAMS, MASS., AND RETURN TO NEW YORK.—EXCURSION 240.

New York Central & Hudson River Railroadto Hudson.
 Boston & Albany Railroadto North Adams.
 (Returning over same route.)

RATE from New York.....\$6.35.

TO NORTH ADAMS, MASS., AND RETURN TO NEW YORK.—EXCURSION 241.

(Going via Troy; returning via Hudson.)

New York Central & Hudson River Railroadto Troy.
 Fitchburg Railroadto North Adams.
 Boston & Albany Railroad.....to Hudson.
 New York Central & Hudson River Railroadto New York.

RATE from New York.....\$6.35.

TO NORTH ADAMS, MASS., AND RETURN TO NEW YORK.—EXCURSION 242.

(Going via Hudson; returning via Troy.)

New York Central & Hudson River Railroadto Hudson.
 Boston & Albany Railroadto North Adams.
 Fitchburg Railroad.....to Troy.
 New York Central & Hudson River Railroadto New York.

RATE from New York.....\$6.35.

TO NORTH ADAMS, MASS., AND RETURN TO NEW YORK.—FORM 15, D. R., LIMITED.

(Good only for a continuous passage in each direction, prior to October 1st.)

New York Central & Hudson River Railroad (Harlem Division)....to Chatham.
 Boston & Albany Railroad.....to North Adams.

(Returning over same route.)

RATE from New York.....\$6.35.

NORTH FERRISBURG, VT.

TO NORTH FERRISBURG AND RETURN.—EXCURSION 818.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroadto White Creek.
 Bennington & Rutland Railwayto Rutland.
 Central Vermont Railroadto North Ferrisburg.

(Returning over same route.)

RATE from New York.....\$12.60.

TO NORTH FERRISBURG AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroadto North Ferrisburg.

(Returning over same route.)

RATE from New York.....\$12.60.

OGDENSBURG, N. Y.

TO OGDENSBURG, N. Y., AND RETURN.—EXCURSION 1244.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroadto Ogdensburg.

(Returning over same route.)

RATES.—From New York\$16.50, From Albany and Troy\$11.05.

EXCURSION ENDING AT OGDENSBURG, N. Y.—EXCURSION 360.

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Lewiston.
Niagara Navigation Company's Steamer	to Toronto.
Grand Trunk Railway or Richelieu & Ontario Navigation Com- pany's Steamer	to Kingston.
Grand Trunk Railway or Richelieu & Ontario Navigation Com- pany's Steamer	to Prescott.
Ferry	to Ogdensburg.

RATES.—From New York\$16.60, From Albany and Troy\$14.25.

ONEIDA LAKE, N. Y.

TO ONEIDA AND RETURN.—LOCAL EXCURSION.

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York\$11.05, From Albany and Troy\$4.88.

TO CANASTOTA AND RETURN.—LOCAL EXCURSION.

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York\$11.25, From Albany and Troy\$5.08.

ONTARIO BEACH, N. Y.

TO ONTARIO BEACH, N. Y., AND RETURN.—LOCAL EXCURSION.

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York\$15.75, From Albany and Troy\$9.56.

OSWEGO, N. Y.

TO OSWEGO AND RETURN.—EXCURSION 1249.

(Via Rome.)

New York Central & Hudson River Railroad	to Rome.
Rome, Watertown & Ogdensburg Railroad	to Oswego.
(Returning over same route.)	

RATES.—From New York\$10.00, From Albany and Troy\$7.30.

TO OSWEGO AND RETURN.—EXCURSION 1250.

(Via Syracuse and R. W. & O. R.R.)

New York Central & Hudson River Railroad	to Syracuse.
Rome, Watertown & Ogdensburg Railroad	to Oswego.
(Returning over same route.)	

RATES.—From New York\$10.00, From Albany and Troy\$7.30.

Excursions 581 and 582 are LIMITED TO CONTINUOUS PASSAGE in both directions within THIRTY DAYS FROM DATE OF SALE, when sold at New York.

OTTAWA, ONT.

TO OTTAWA, ONT., AND RETURN.—EXCURSION 1349.

(Via Utica and Adirondack Mountains.)

New York Central & Hudson River Railroad	to Montreal.
Canadian Pacific Railway	to Ottawa.
(Returning over same route.)	

RATES.—From New York\$20.50, From Albany and Troy\$14.95.

TO OTTAWA, ONT., AND RETURN.—EXCURSION 1325.

New York Central & Hudson River Railroad	to Utica.
Rome, Watertown & Ogdensburg Railroad	to Ogdensburg.
Ferry	to Prescott.
Canadian Pacific Railway	to Ottawa.
(Returning over same route.)	

RATES.—From New York\$20.50, From Albany and Troy\$14.05.

TO OTTAWA, ONT., AND RETURN TO NEW YORK.—EXCURSION 1307.

New York Central & Hudson River Railroad.....to Montreal.
 Canadian Pacific Railway.....to Ottawa.
 Ottawa River Navigation Company.....to Montreal.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$23.85.

TO OTTAWA, ONT., AND RETURN TO NEW YORK.—EXCURSION 737.

(Going via Rouse's Point; returning via Montreal.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rouse's Point.
 Canada Atlantic Railway.....to Ottawa.
 Canada Atlantic Railway.....to Coteau.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to Rutland.
 Bennington & Rutland Railway.....to White Creek.
 Fitchburg Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$23.05.

TO OTTAWA, ONT., AND RETURN TO NEW YORK.—EXCURSION 481.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rouse's Point.
 Canada Atlantic Railway.....to Ottawa.

(Returning over same route.)

RATE from New York.....\$20.50.

TO OTTAWA, ONT., AND RETURN TO NEW YORK.—EXCURSION 546.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to Rouse's Point.
 Canada Atlantic Railway.....to Ottawa.

(Returning over same route.)

RATE from New York.....\$20.50.

OWASCO LAKE, N. Y.**TO AUBURN, N. Y., AND RETURN.—EXCURSION 1233.**

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$12.50, From Albany and Troy....\$9.96.

PITTSFIELD, MASS.**TO PITTSFIELD AND RETURN TO NEW YORK.—EXCURSION 235.**

New York Central & Hudson River Railroad.....to Hudson.
 Boston & Albany Railroad.....to Pittsfield.

(Returning over same route.)

RATE from New York.....\$6.15.

TO PITTSFIELD AND RETURN TO NEW YORK.—EXCURSION 236.

New York Central & Hudson River Railroad (Harlem Division)....to Chatham.
 Boston & Albany Railroad.....to Pittsfield.

(Returning over same route.)

RATE from New York.....\$6.15.

TO PITTSFIELD AND RETURN TO NEW YORK.—FORM 6, D. R., LIMITED.

(Good only for a continuous passage in each direction, prior to October 1st.)

New York Central & Hudson River Railroad (Harlem Division)....to Chatham.
 Boston & Albany Railroad.....to Pittsfield.

(Returning over same route.)

RATE from New York.....\$5.70.

TO PITTSFIELD AND RETURN TO NEW YORK.—EXCURSION 237.

(Going via Hudson; returning via Chatham.)

New York Central & Hudson River Railroad.....	to Hudson.
Boston & Albany Railroad.....	to Pittsfield.
Boston & Albany Railroad.....	to Chatham.
New York Central & Hudson River Railroad (Harlem Division)....	to New York.
RATE from New York.....\$6.15.	

TO PITTSFIELD AND RETURN TO NEW YORK.—EXCURSION 238.

(Going via Chatham; returning via Hudson.)

New York Central & Hudson River Railroad (Harlem Division)....	to Chatham.
Boston & Albany Railroad.....	to Pittsfield.
Boston & Albany Railroad.....	to Hudson.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$6.15.	

PITTSFORD, VT.**TO PITTSFORD AND RETURN.—EXCURSION 818.**

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Pittsford.

(Returning over same route.)

RATE from New York.....\$10.50.

TO PITTSFORD AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Pittsford.

(Returning over same route.)

RATE from New York.....\$10.50.

PLATTSBURGH, N. Y.**TO PLATTSBURGH, N. Y.—EXCURSION 5.**

(Via Saratoga and Lakes George and Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer.....	to Plattsburgh.

RATE from New York.....\$9.50.

TO PLATTSBURGH AND RETURN TO NEW YORK.—EXCURSION 6.

(Via Saratoga and Lakes George and Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer.....	{ to Plattsburgh, or Bluff Point (Hotel Champlain).
Lake Champlain Steamer.....	
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$16.25.

TO PLATTSBURGH AND RETURN TO NEW YORK.—EXCURSION 336.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Plattsburgh.

(Returning over same route.)

RATE from New York.....\$14.75.

POUGHKEEPSIE, N. Y.

TO POUGHKEEPSIE AND RETURN TO NEW YORK.—EXCURSION 509.

(Going via rail; returning via Hudson River Steamer.)

(Limited to continuous passage in both directions on date of sale)

New York Central & Hudson River Railroad.....to Poughkeepsie.

Day Line Steamer.....to New York.

RATE from New York.....\$2.00.

Transfer from railroad station to steamer dock is not included in above rate.

POULTNEY, VT.

TO POULTNEY, VT., AND RETURN TO NEW YORK.—EXCURSION 476.

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to Eagle Bridge.

Delaware & Hudson Railroad.....to Poultney.

(Returning over same route.)

RATE from New York.....\$9.45.

PRESCOTT, ONT.

EXCURSION ENDING AT PRESCOTT, ONT.—EXCURSION 359.

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Lewiston.

Niagara Navigation Company's Steamer.....to Toronto.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Kingston.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Prescott.

RATES.—From New York....\$16.60, From Albany and Troy....\$14.25.

PROCTOR, VT.

TO PROCTOR AND RETURN.—EXCURSION 818.

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to Proctor.

(Returning over same route.)

RATE from New York.....\$10.35.

TO PROCTOR AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rutland.

Central Vermont Railroad.....to Proctor.

(Returning over same route.)

RATE from New York.....\$10.35.

QUEBEC, P. Q.

(SEE SIDE-TRIPS.)

EXCURSION ENDING AT QUEBEC.—EXCURSION 1343.

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Lewiston.

Niagara Navigation Company's Steamer.....to Toronto.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Kingston.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Prescott.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Montreal.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Quebec.

RATES.—From New York....\$23.00, From Albany and Troy....\$20.65.

EXCURSION 1344.

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Suspension Bridge.

Grand Trunk Railway.....to Toronto.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Kingston.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Prescott.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Montreal.

Grand Trunk R'y or Rich. & Ont. Nav. Co's Steamer.....to Quebec.

RATES.—From New York....\$23.00, From Albany and Troy....20.65.

EXCURSION 1345.

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Co.....	to Toronto.
Canadian Pacific R'y or Rich. & Ont. Nav. Co's Steamer.....	to Montreal.
Canadian Pacific R'y or Rich. & Ont. Nav. Co's Steamer.....	to Quebec.
RATES.—From New York....\$23.00,	From Albany and Troy....\$20.65.

EXCURSION 827.

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Richelieu & Ontario Navigation Company's Steamer	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer	to Montreal.
Richelieu & Ontario Navigation Company's Steamer	to Quebec.
RATES.—From New York ....\$16.50,	From Albany and Troy ....\$13.40.

RANDOLPH, VT.

TO RANDOLPH, VT., AND RETURN TO NEW YORK.—EXCURSION 245.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway	to Rutland.
Central Vermont Railroad	to Randolph.

(Returning over same route.)

RATE from New York\$13.00.

TO RANDOLPH, VT., AND RETURN TO NEW YORK.—EXCURSION 246.

New York Central & Hudson River Railroad	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad	to Randolph.

(Returning over same route.)

RATE from New York\$13.00.

RICHFIELD SPRINGS, N. Y.

TO RICHFIELD SPRINGS AND RETURN.—EXCURSION 132.

(Via Albany and Utica.)

New York Central & Hudson River Railroad.....	to Utica.
Delaware, Lackawanna & Western Railroad.....	to Richfield Springs.

(Returning over same route.)

RATES.—From New York....\$10.75, From Albany and Troy....\$5.80.

TO RICHFIELD SPRINGS AND RETURN TO NEW YORK.—EXCURSION 184.

(Going via Saratoga and returning direct.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Saratoga.
Delaware & Hudson Railroad.....	to Schenectady.
New York Central & Hudson River Railroad	to Utica.
Delaware, Lackawanna & Western Railroad.....	to Richfield Springs.
Delaware, Lackawanna & Western Railroad.....	to Utica.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....	\$12.50.

TO RICHFIELD SPRINGS AND RETURN TO NEW YORK.—EXCURSION 185.

Route reverse of Excursion 184, shown above.

RATE from New York.....\$12.50.

RICHMOND, VT.

TO RICHMOND, VT., AND RETURN TO NEW YORK.—EXCURSION 818.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway	to Rutland.
Central Vermont Railroad	to Richmond.

(Returning over same route.)

RATE from New York\$13.00.

TO RICHMOND, VT., AND RETURN TO NEW YORK.—EXCURSION 819.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Richmond.

(Returning over same route.)

RATE from New York.....\$13.00.

RIDEAU LAKE DISTRICT, ONT.

EXCURSION 733.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Morristown.
 Steamer.....to Brockville.
 Brockville, Westport & Sault Ste. Marie Railway.....to stations shown below.

(Returning over same route.)

DESTINATION.	Rates from New York.	Rates from Albany & Troy.
Athens, Ont. (for Charleston Lake).....	\$17.75	\$12.30.
Crosby, Ont. (for Portland).....	19.15	13.70.
Delta, Ont.....	18.55	13.10.
Newboro, Ont.....	19.45	14.00.
Westport.....	19.75	14.30.

ROUND LAKE, N. Y.

TO ROUND LAKE, N. Y., AND RETURN TO NEW YORK.—EXCURSION 477.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Round Lake.

(Returning over same route.)

RATE from New York.....\$6.70.

ROUSE'S POINT, N. Y.

TO ROUSE'S POINT, N. Y., AND RETURN TO NEW YORK.—EXCURSION 822.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rouse's Point.

(Returning over same route.)

RATE from New York.....\$15.35.

TO ROUSE'S POINT, N. Y., AND RETURN TO NEW YORK.—EXCURSION 823.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to Rouse's Point.

(Returning over same route.)

RATE from New York.....\$15.35.

RUTLAND, VT.

TO RUTLAND, VT., AND RETURN TO NEW YORK.—EXCURSION 820.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.

(Returning over same route.)

RATE from New York.....\$10.00.

TO RUTLAND, VT., AND RETURN TO NEW YORK.—EXCURSION 821.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.

(Returning over same route.)

RATE from New York.....\$10.00.

SACKETT'S HARBOR, N. Y.

TO SACKETT'S HARBOR AND RETURN.—EXCURSION 1324.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Sackett's Harbor.
 (Returning over same route.)

RATES.—From New York.....\$14.45, From Albany and Troy.....\$9.00.

SACANDAGA LAKE (LAKE PLEASANT), N. Y.

TO SACANDAGA LAKE AND RETURN.—EXCURSION 1234.

New York Central & Hudson River Railroad.....to Fonda.
 Fonda, Johnstown & Gloversville Railroadto Northville.
 Stageto Sacandaga Lake.
 (Returning over same route.)

RATE from New York.....\$11.25.

SALISBURY, VT.

TO SALISBURY AND RETURN.—EXCURSION 818.

New York Central & Hudson River Railroadto Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railwayto Rutland.
 Central Vermont Railroad.....to Salisbury.
 (Returning over same route.)

RATE from New York\$11.35.

TO SALISBURY AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Salisbury.
 (Returning over same route.)

RATE from New York\$11.35.

SARATOGA SPRINGS, N. Y.

TO SARATOGA AND RETURN TO NEW YORK.—EXCURSION 131.

(Via Troy; returning via Troy, North Adams, Hoosac Tunnel, Boston, Newport and Steamer.)
 New York Central & Hudson River Railroadto Troy.
 Delaware & Hudson Railroadto Saratoga.
 Delaware & Hudson Railroadto Troy.
 Fitchburg Railroad.....to North Adams.
 Fitchburg Railroad.....to Boston.
 Old Colony Railroad.....to Fall River and Newport.
 Fall River Line Steamer.....to New York.
 RATE from New York.....\$13.25.

TO SARATOGA AND RETURN TO NEW YORK.—EXCURSION 163.

(Via Troy; returning via Springfield, Boston, Newport and Steamer.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Delaware & Hudson Railroad.....to Troy.
 New York Central & Hudson River Railroadto East Albany.
 Boston & Albany Railroad.....to Boston.
 Old Colony Railroad.....to Fall River and Newport.
 Fall River Line Steamer.....to New York.

RATE from New York.....\$13.25.

TO SARATOGA AND RETURN TO NEW YORK—L. 4 R.

New York Central & Hudson River Railroadto Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 (Returning over same route.)

RATE from New York.....\$7.50.

EXCURSIONS ENDING AT SARATOGA.

EXCURSION X 276.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288 and 289.....to Montreal.
 Grand Trunk Railway.....to Rouse's Point.
 Delaware & Hudson Railroad.....to Saratoga.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$20.00,	\$16.90.
Via Niagara Falls.....	26.50,	24.15.

EXCURSION X 277.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288 and 289.....to Montreal.
 Grand Trunk Railway.....to Rouse's Point.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Rail or Steamer.....to Ticonderoga.
 Rail.....to Baldwin.
 Lake George Steamer.....to Caldwell.
 Delaware & Hudson Railroad.....to Saratoga.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$21.50,	\$18.40.
Via Niagara Falls.....	28.00,	25.65.

EXCURSION X 628.

Choice of Routes (Excursion 171, 89, 877, 1340 or 1341), pages 288 and 289.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Wells River.
 Montpelier & Wells River Railroad.....to Montpelier.
 Central Vermont Railroad.....to Burlington.
 Lake Champlain Steamer.....to Fort Ticonderoga.
 Delaware & Hudson Railroad.....to Baldwin.
 Lake George Steamer.....to Caldwell.
 Delaware & Hudson Railroad.....to Saratoga.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$28.35,	\$25.25.
Via Niagara Falls.....	34.85,	32.50.

EXCURSION X 423.

Same as Excursion 360, page 297.....to Ogdensburg.
 Central Vermont Railroad (O. & L. C. Division).....to Rouse's Point.
 Delaware & Hudson Railroad.....to Saratoga.

RATES.—From New York....\$24.75, From Albany and Troy....\$22.40.

EXCURSION X 424.

Same as Excursion 360, page 297.....to Ogdensburg.
 Central Vermont Railroad (O. & L. C. Division).....to Rouse's Point.
 Delaware & Hudson Railroad.....to Baldwin.
 Lake George Steamer.....to Caldwell.
 Delaware & Hudson Railroad.....to Saratoga.

RATES.—From New York....\$26.25, From Albany and Troy....\$23.90.

SENECA FALLS, N. Y.

TO SENECA FALLS AND RETURN.—EXCURSION 1236.

(Via New York Central & Hudson River Railroad in both directions.)

RATE from New York.....\$13.10.

SHARON SPRINGS, N. Y.

TO SHARON AND RETURN TO NEW YORK.—EXCURSION 291.

New York Central & Hudson River Railroad.....to Albany.

Delaware & Hudson Railroadto Sharon.

(Returning over same route.)

RATE from New York\$8.85.

☞ A Special Limited Excursion Ticket, covering the above route, will be sold at rate of \$7.50 from New York. This ticket will be good only for a continuous passage in each direction, and is valid only if used on trains leaving New York on Friday evening or Saturday, and must be used on the return passage not later than the evening train leaving Sharon Springs on the following Monday.

LONG POINT, N. Y. (SENECA LAKE).

TO LONG POINT, N. Y., AND RETURN.—EXCURSION 500.

New York Central & Hudson River Railroad (via Lyons or Auburn).to Geneva.

Seneca Lake Steamer.....to Long Point.

(Returning over same route.)

RATES.—From New York....\$13.75, From Albany and Troy....\$8.50.

SHELBURNE, VT.

TO SHELBURNE AND RETURN TO NEW YORK.—EXCURSION 465.

New York Central & Hudson River Railroadto Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railwayto Rutland.

Central Vermont Railroadto Shelburne.

(Returning over same route.)

RATE from New York.....\$13.00.

TO SHELBURNE AND RETURN TO NEW YORK.—EXCURSION 466.

(Going and returning via Saratoga.)

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroadto Rutland.

Central Vermont Railroad.....to Shelburne.

(Returning over same route.)

RATE from New York.....\$13.00.

SHELDON SPRINGS, VT.

TO SHELDON SPRINGS, VT., AND RETURN TO NEW YORK.—EXCURSION 819.

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroadto Rutland.

Central Vermont Railroad.....to Sheldon Springs.

(Returning over same route.)

RATE from New York.....\$14.60.

TO SHELDON SPRINGS, VT., AND RETURN TO NEW YORK.—EXCURSION 818.

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to Sheldon Springs.

(Returning over same route.)

RATE from New York.....\$14.60.

SKANEATELES, N. Y.

TO SKANEATELES, N. Y., AND RETURN.—EXCURSION 586.

New York Central & Hudson River Railroad.....to Skaneateles Junction.

Skaneateles Railroadto Skaneateles.

(Returning over same route.)

RATES.—From New York....\$12.70, From Albany and Troy....\$7.20.

TO SKANEATELES JUNCTION, N. Y., AND RETURN.—EXCURSION 1237.

(Via New York Central & Hudson River Railroad in both directions.)

RATE from New York.....\$12.10.

ST. ALBANS, VT.**TO ST. ALBANS, VT., AND RETURN TO NEW YORK.—EXCURSION 72.**

(Via Troy, Rutland and Burlington.)

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to St. Albans.

(Returning over same route.)

RATE from New York.....\$14.15.

TO ST. ALBANS, VT., AND RETURN TO NEW YORK.—EXCURSION 819.

(Via Saratoga and Rutland.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to St. Albans.

(Returning over same route.)

RATE from New York.....\$14.15.

ST. JOHN'S, P. Q.**TO ST. JOHN'S, P. Q., AND RETURN TO NEW YORK.—EXCURSION 468.**

(Going and returning via Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to St. John's.

(Returning over same route.)

RATE from New York.....\$16.25.

TO ST. JOHN'S, P. Q., AND RETURN TO NEW YORK.—EXCURSION 469.

(Going and returning via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rouse's Point.
 Grand Trunk Railway.....to St. John's.

(Returning over same route.)

RATE from New York.....\$16.25.

STANBRIDGE, P. Q.**TO STANBRIDGE, P. Q., AND RETURN.—EXCURSION 818.**

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to Stanbridge.

(Returning over same route.)

RATE from New York.....\$15.40.

TO STANBRIDGE, P. Q., AND RETURN.—EXCURSION 819.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Stanbridge.

(Returning over same route.)

RATE from New York.....\$15.40.

SWANTON, VT.**TO SWANTON, VT., AND RETURN TO NEW YORK.—EXCURSION 819.**

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Swanton.

(Returning over same route.)

RATE from New York.....\$14.60.

TO SWANTON, VT., AND RETURN TO NEW YORK.—EXCURSION 818.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railwayto Rutland.
 Central Vermont Railroad.....to Swanton.

(Returning over same route.)

RATE from New York.....\$14.60.

THOUSAND ISLANDS, N. Y.


TO CLAYTON AND RETURN.—EXCURSION 1330.

(Via Utica and Trenton Falls.)

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.

(Returning over same route.)

RATES.—From New York....\$15.25. From Albany and Troy....\$9.80.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$13.50 from New York, and \$8.50 from Albany and Troy.*


TO ALEXANDRIA BAY AND RETURN.—EXCURSION 1331.


(Via Utica and Trenton Falls.)

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.
 Steamer.....to Alexandria Bay.

(Returning over same route.)

RATES.—From New York....\$16.00, From Albany and Troy....\$10.55.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$14.25 from New York, and \$9.25 from Albany and Troy.*

 *A Special Limited Excursion Ticket, covering above route, will be sold at rate of \$10.00 from New York, and \$6.00 from Albany. This ticket will be good only for a continuous passage in each direction, and is valid only if used to Alexandria Bay on Friday or Saturday, and must be used on the return passage not later than the evening train leaving Clayton on the Sunday following.*

TO ALEXANDRIA BAY, N. Y.—EXCURSION 85.

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to Lewiston.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.
 Steamer.....to Alexandria Bay.


RATES.—From New York....\$15.35, From Albany and Troy....\$13.00.

TO ROUND ISLAND, N. Y., AND RETURN.—EXCURSION 1333.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.
 Thousand Island Steamboat Company.....to Round Island.

(Returning over same route.)

RATES.—From New York....\$15.75, From Albany and Troy....\$10.30.


 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$13.70 from New York, and \$8.70 from Albany and Troy.*

TO THOUSAND ISLAND PARK AND RETURN.—EXCURSION 1335.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.
 Steamer.....to Thousand Island Park.

(Returning over same route.)

RATES.—From New York....\$15.75, From Albany and Troy....\$10.30.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$13.95 from New York, and \$8.95 from Albany and Troy.*

HEALTH AND PLEASURE RESORTS ON THE

TO CAPE VINCENT AND RETURN.—EXCURSION 1337.

New York Central & Hudson River Railroad.....to Utica or Rome.
 Rome, Watertown & Ogdensburg Railroad.....to Cape Vincent.
 (Returning over same route.)

RATES.—From New York\$15.25, From Albany and Troy\$9.80.

TORONTO, ONT.

SIDE-TRIP TICKET FROM NIAGARA FALLS TO TORONTO AND RETURN TO NIAGARA FALLS.—
EXCURSION 307 R.

(To be sold only in connection with tickets issued by the New York Central & Hudson
 River Railroad reading to, or passing through, Niagara Falls.)

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 (Returning over same route.)

RATE from Niagara Falls.....\$2.25.

TRENTON FALLS, N. Y.

TO TRENTON FALLS AND RETURN.—EXCURSION 1259.

(Via Herkimer and Adirondack Division New York Central in both directions.)

RATES.—From New York\$10.05, From Albany and Troy\$4.50.

VERGENNES, VT.

TO VERGENNES, VT., AND RETURN TO NEW YORK.—EXCURSION 819.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Vergennes.
 (Returning over same route.)

RATE from New York.....\$12.35.

TO VERGENNES, VT., AND RETURN TO NEW YORK.—EXCURSION 818.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to Vergennes.
 (Returning over same route.)

RATE from New York.....\$12.35.

WATERLOO, N. Y.

TO WATERLOO AND RETURN.—EXCURSION 1238.

(New York Central & Hudson River Railroad in both directions.)

RATE from New York.....\$13.25.

WATKINS GLEN, N. Y.

TO WATKINS GLEN AND RETURN.—EXCURSION 570.

(Via Geneva.)

New York Central & Hudson River Railroad (via Auburn or via Lyons)..to Geneva.
 Fall Brook Railway.....to Watkins.
 Fall Brook Railway.....to Geneva.
 New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York\$14.00, From Albany and Troy\$8.75.

TO WATKINS GLEN AND RETURN.—EXCURSION 571.

(Via Seneca Lake.)

Same as Excursion 570 (shown above), excepting that between Watkins and Geneva route is
 via Seneca Lake Steamers.

RATES.—From New York\$14.00, From Albany and Troy\$8.75.

TO WATKINS GLEN AND RETURN TO NEW YORK.—EXCURSION 572.

(Via Geneva; returning via Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad (via Auburn or via Lyons).....to Geneva.
 Fall Brook Railway.....to Watkins.
 Pennsylvania R.R. (via Williamsport, Sunbury, Harrisburg and Philadelphia)..to New York.
 RATE from New York.....\$16.00.

TO WATKINS GLEN AND RETURN TO NEW YORK.—EXCURSION 573.

(Via Seneca Lake.)

Same as Excursion 572 (shown on preceding page), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$16.00.

TO WATKINS GLEN AND RETURN TO NEW YORK.—EXCURSION 574.

(Via Geneva; returning via Elmira.)

New York Central & Hudson River Railroad (via Auburn or via Lyons)....to Geneva.

Fall Brook Railway.....to Watkins.

Pennsylvania Railroad.....to Elmira.

New York, Lake Erie & Western Railroad.....to New York.

RATE from New York.....\$14.00.

TO WATKINS GLEN AND RETURN TO NEW YORK.—EXCURSION 575.

Same as Excursion 574 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$14.00.

TO WATKINS GLEN AND RETURN TO NEW YORK.—EXCURSION 576.

(Going via Albany and Geneva; returning via Williamsport and Philadelphia.)

New York Central & Hudson River Railroad (via Auburn or

via Lyons).....to Geneva.

Fall Brook Railway.....to Watkins.

Fall Brook Railway.....to Williamsport.

Philadelphia & Reading Railroad.....to Philadelphia and Bound Brook.

Central Railroad of New Jersey.....to New York.

RATE from New York.....\$16.00.

TO WATKINS GLEN AND RETURN.—EXCURSION 67.

New York Central & Hudson River Railroadto Canandaigua.

Pennsylvania Railroad.....to Watkins.

(Returning over same route.)

RATES.—From New York....\$14.00, From Albany and Troy....\$8.75.

TO WATKINS GLEN AND RETURN—EXCURSION 660.

New York Central & Hudson River Railroad.....to Lyons.

New York Central & Hudson River Railroad.....to Geneva.

Seneca Lake Steamers.....to Watkins.

Pennsylvania Railroad.....to Canandaigua.

New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$14.00, From Albany and Troy....\$8.75.

TO WATKINS GLEN AND RETURN—EXCURSION 661.

New York Central & Hudson River Railroad.....to Canandaigua.

Pennsylvania Railroad.....to Watkins.

Seneca Lake Steamers.....to Geneva.

New York Central & Hudson River Railroad (via Lyons or Auburn).to starting point.

RATES.—From New York....\$14.00, From Albany and Troy....\$8.75.

WATERBURY, VT. (MT. MANSFIELD).

TO WATERBURY, VT., AND RETURN TO NEW YORK.—EXCURSION 156.

(Via Saratoga and Rutland.)

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rutland.

Central Vermont Railroad.....to Waterbury.

(Returning over same route.)

RATE from New York.....\$13.00.

TO WATERBURY, VT., AND RETURN TO NEW YORK.—EXCURSION 157.

(Via Manchester and Rutland.)

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to Waterbury.

(Returning over same route.)

RATE from New York.....\$13.00.

WEST POINT, N. Y.**TO WEST POINT AND RETURN TO NEW YORK—LOCAL EXCURSION.**

New York Central & Hudson River Railroad.....to Garrison's.
Ferry.....to West Point.

(Returning over same route.)

RATE from New York.....\$1.75.

TO WEST POINT AND RETURN TO NEW YORK—EXCURSION 507.

New York Central & Hudson River Railroad.....to Garrison's.
Ferry.....to West Point.
Day Line Steamers.....to New York.

RATE from New York.....\$1.50.

30 Limited to continuous passage in both directions on date of sale.

WHITE MOUNTAINS, N. H.**SEE CIRCULAR TOURS TICKETS, PAGES 312 TO 322.****EXCURSIONS TO WHITE MOUNTAINS, ENDING AT FABYAN'S—EXCURSION X 828.**

Choice of routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages 288
and 289.....to Montreal.
Richelieu & Ontario Navigation Co's Steamer.....to Quebec.
Ferry.....to Point Levi.
Grand Trunk Railway.....to Sherbrooke.
Boston & Maine Railroad.....to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad.....to Lunenburg.
Maine Central Railroad.....to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$23.40,	\$20.30.
Via Niagara Falls.....	29.90,	27.55.

EXCURSION X 630.

Choice of routes (Excursions 171, 89, 877 or 1342), pages 288 and 289. to Montreal.
Canadian Pacific Railway.....to Newport.
Boston & Maine Railroad.....to Lunenburg.
Maine Central Railroad.....to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$19.40,	\$16.30.
Via Niagara Falls.....	25.90,	23.55.

EXCURSION X 829.

Choice of routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages
288 and 289.....to Montreal.
Richelieu & Ontario Navigation Co's Steamer.....to Quebec.
Ferry.....to Point Levi.
Quebec Central Railway.....to Sherbrooke.
Boston & Maine Railroad.....to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad.....to Lunenburg.
Maine Central Railroad.....to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$23.40,	\$20.30.
Via Niagara Falls.....	29.90,	27.55.

EXCURSION X 63a.

Choice of routes (Excursions 171, 89, 877, 1340 or 1341), pages 288
and 289.....to Montreal.
Grand Trunk Railway.....to St. John's.
Central Vermont Railroad.....to Montpelier.
Montpelier & Wells River Railroad.....to Wells River.
Concord & Montreal Railroad.....to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$19.40,	\$16.30
Via Niagara Falls.....	25.90,	23.55

EXCURSION X 633.

Choice of routes (Excursions 827, 1343 or 1344), pages 300 and
301.....to Quebec.
Grand Trunk Railway.....to Gorham.
Milliken's Stages.....to Glen Site.
Milliken's Stages.....to Summit Mount Washington.
Mount Washington Railway.....to Base Mount Washington.
Concord & Montreal Railroad.....to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica.....	\$33.25,	\$30.15.
Via Niagara Falls.....	39.75,	37.40.

WILLIAMSTOWN, MASS.**TO WILLIAMSTOWN AND RETURN TO NEW YORK.—EXCURSION 464.**

New York Central & Hudson River Railroad.....to Troy.
Fitchburg Railroad.....to Williamstown.
(Returning over same route.)

RATE from New York.....\$6.35.

WILMINGTON, VT.**TO WILMINGTON, VT., AND RETURN TO NEW YORK.—EXCURSION 886.**

New York Central & Hudson River Railroad.....to Troy.
Fitchburg Railroad.....to Hoosac Tunnel.
Hoosac Tunnel & Wilmington Railroad.....to Wilmington.
(Returning over same route.)

RATE from New York.....\$7.65.

WINOOSKI, VT.**TO WINOOSKI, VT., AND RETURN TO NEW YORK.—EXCURSION 819.**

New York Central & Hudson River Railroad.....to Troy.
Delaware & Hudson Railroad.....to Rutland.
Central Vermont Railroad.....to Winooski.
(Returning over same route.)

RATE from New York.....\$13.00.

TO WINOOSKI, VT., AND RETURN TO NEW YORK.—EXCURSION 818.

New York Central & Hudson River Railroad.....to Troy.
Fitchburg Railroad.....to White Creek.
Bennington & Rutland Railway.....to Rutland.
Central Vermont Railroad.....to Winooski.
(Returning over same route.)

RATE from New York.....\$13.00.

SEASON OF 1895.

CIRCULAR TOURS TICKETS

— VIA —

Utica or Niagara Falls, and Alexandria Bay, Thousand Islands, Rapids of the
St. Lawrence, White Mountains, Etc., Etc.

Starting from New York, and returning to Boston or
New York.

Tickets reading from Boston to New York to be used only in connection with Excursion
Tickets terminating at Boston.

EXCURSION X 254.

New York, New Haven & Hartford Railroad (Old Colony Division).to Fall River.
Old Colony Steamboat Company (Fall River Line).....to New York.

EXCURSION X 255.

New York, New Haven & Hartford Railroad (Old Colony Division).to Providence.
New York, New Haven & Hartford Railroad.....to Stonington.
Providence & Stonington Steamboat Company (Stonington Line)..to New York.

EXCURSION X 256.

New York & New England Railroadto Putnam.
New York & New England Railroad (N. & W. Div.)to New London.
Norwich Line.....to New York.

EXCURSION X 709.

New York, New Haven & Hartford Railroad (Old Colony Division) to Providence.
Providence & Stonington Steamboat Company (Providence Line)..to New York.

Excursions from New York, ending at Boston or
New York.

No. 1.—EXCURSION X 830.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages
288 and 289.....to Montreal.
Richelieu & Ontario Navigation Company's Steamer.....to Quebec.
Ferryto Point Levi.
Grand Trunk Railway.....to Sherbrooke.
Boston & Maine Railroad.....to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad.....to Lunenburg.
Maine Central Railroad.....to Fabyan's.
Concord & Montreal Railroadto Nashua.
Boston & Maine Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), shown above, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$26.50	to New York.....\$31.00
Via Niagara Falls.....to Boston, 33.00	to New York.....37.50

No. 2.—EXCURSION X 831.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages 288 and 289 to Montreal.
 Richelieu & Ontario Navigation Company's Steamer..... to Quebec.
 Ferry..... to Point Levi.
 Grand Trunk Railway..... to Sherbrooke.
 Boston & Maine Railroad..... to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad..... to Lunenburg.
 Maine Central Railroad..... to Fabyan's.
 Concord & Montreal Railroad..... to Base.
 Mount Washington Railway to Summit.
 Milliken's Stage Line..... to Glen Site.
 Milliken's Stage Line..... to Gorham.
 Grand Trunk Railway..... to Portland.
 Boston & Maine Railroad..... to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$36.00 to New York.....\$40.50
 Via Niagara Falls.....to Boston, 42.50 to New York..... 47.00

No. 3.—EXCURSION X 832.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342) pages 288 and 289..... to Montreal.
 Richelieu & Ontario Navigation Company's Steamer..... to Quebec.
 Ferry to Point Levi.
 Quebec Central Railway to Sherbrooke.
 Boston & Maine Railroad..... to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad..... to Lunenburg.
 Maine Central Railroad to Fabyan's.
 Concord & Montreal Railroad..... to Nashua.
 Boston & Maine Railroad..... to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$26 50 to New York.....\$31.00
 Via Niagara Falls.....to Boston, 33.00 to New York 37.50

No. 4.—EXCURSION X 833.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages 288 and 289..... to Montreal.
 Richelieu & Ontario Navigation Company's Steamer..... to Quebec.
 Ferry to Point Levi.
 Quebec Central Railway..... to Sherbrooke.
 Boston & Maine Railroad..... to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad..... to Lunenburg.
 Maine Central Railroad..... to Fabyan's.
 Concord & Montreal Railroad..... to Base.
 Mount Washington Railway..... to Summit.
 Milliken's Stage Line..... to Glen Site.
 Milliken's Stage Line..... to Gorham.
 Grand Trunk Railway..... to Portland.
 Boston & Maine Railroad..... to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Claytonto Boston, \$36.00 to New York\$40.50
 Via Niagara Falls.....to Boston, 42.50 to New York..... 47.00

No. 5.—EXCURSION X 638.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288 and 289.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Fabyan's.
 Maine Central Railroad.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$22.50 to New York\$27.00
 Via Niagara Falls.....to Boston, 29.00 to New York 33.50

No. 6.—EXCURSION X 837.

Choice of Routes (Excursions 171, 89, 877 or 1342), pages 288 and 289.to Montreal.
 Canadian Pacific Railway.....to Newport.
 Boston & Maine Railroad.....to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad.....to Lunenburg.
 Maine Central Railroad.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$22.50 to New York\$27.00
 Via Niagara Falls.....to Boston, 29.00 to New York 33.50

No. 7.—EXCURSION X 640.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288 and 289.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Base.
 Mount Washington Railway.....to Summit.
 Stage.....to Glen Site.
 Stage.....to Glen Station.
 Maine Central Railroad.....to North Conway.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$32.00 to New York\$36.50
 Via Niagara Falls.....to Boston, 38.50 to New York 43.00

No. 8.—EXCURSION X 641.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288 and 289.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Base.
 Mount Washington Railway.....to Summit.
 Stage.....to Glen Site.
 Stage.....to Gorham.
 Grand Trunk Railway.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$32.00 to New York\$36.50
 Via Niagara Falls.....to Boston, 38.50 to New York 43.00

No. 9.—EXCURSION X 838.

Choice of Routes (Excursions 171, 89, 877 or 1342), pages 288 and 289. to Montreal.
 Canadian Pacific Railway to Newport.
 Boston & Maine Railroad to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad to Lunenburg.
 Maine Central Railroad to Fabyan's.
 Concord & Montreal Railroad to Base.
 Mount Washington Railroad to Summit.
 Stage to Glen Site.
 Stage to Gorham.
 Grand Trunk Railway to Portland.
 Boston & Maine Railroad to Boston.
 Choice of Routes (Excursions X 254, X 255 X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$38.00 to New York.....\$36.00
 Via Niagara Falls.....to Boston, 38.50 to New York..... 43.50

No. 10.—EXCURSION X 643.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288
 and 289.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad to Montpelier.
 Montpelier & Wells River Railroad to Wells River.
 Concord & Montreal Railroad to Fabyan's.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$22.50 to New York.....\$27.00
 Via Niagara Falls.....to Boston, 29.00 to New York..... 33.50

No. 11.—EXCURSION X 644.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288
 and 289to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to White River Junction.
 Boston & Maine Railroad.....to Concord.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroadto Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$22.50 to New York.....\$27.00
 Via Niagara Falls.....to Boston, 29.00 to New York..... 33.50

No. 12.—EXCURSION X 268.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288
 and 289to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to Windsor.
 Vermont Valley Railroad.....to Bellows Falls.
 Cheshire Railroadto Fitchburg.
 Fitchburg Railroadto Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$22.50 to New York.....\$27.00
 Via Niagara Fallsto Boston, 29.00 to New York..... 33.50

No. 13.—EXCURSION X 269.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288
and 289.....to Montreal.
Grand Trunk Railway.....to St. John's.
Central Vermont Railroad.....to Burlington.
Lake Champlain Steamers.....to Fort Ticonderoga.
Delaware & Hudson Railroad.....to Baldwin.
Lake George Steamer.....to Caldwell.
Delaware & Hudson Railroad.....to Rutland.
Central Vermont Railroad.....to Bellows Falls.
Cheshire Railroad.....to Fitchburg.
Fitchburg Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$26.65	to New York.....\$31.15
Via Niagara Falls.....to Boston, 33.15	to New York.....37.65

No. 14.—EXCURSION X 270.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288
and 289.....to Montreal.
Grand Trunk Railway.....to Rouse's Point.
Delaware & Hudson Railroad.....to Baldwin.
Lake George Steamer.....to Caldwell.
Delaware & Hudson Railroad.....to Rutland.
Central Vermont Railroad.....to Bellows Falls.
Cheshire Railroad.....to Fitchburg.
Fitchburg Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$26.65	to New York.....\$31.15
Via Niagara Falls.....to Boston, 33.15	to New York.....37.65

No. 15.—EXCURSION X 645.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288
and 289.....to Montreal.
Grand Trunk Railway.....to St. John's.
Central Vermont Railroad.....to Montpelier.
Montpelier & Wells River Railroad.....to Wells River.
Concord & Montreal Railroad.....to Fabyan's.
Maine Central Railroad.....to North Conway.
Boston & Maine Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$22.50	to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00	to New York.....33.50

No. 16.—EXCURSION X 646.

Choice of Routes (Excursions 171, 89, 877 or 1342), pages 288 and 289...to Montreal.
Canadian Pacific Railway.....to Newport.
Boston & Maine Railroad.....to Wells River.
Concord & Montreal Railroad.....to Nashua.
Boston & Maine Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$22.50	to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00	to New York.....33.50

No. 17.—EXCURSION X 365.

Choice of Routes (Excursions 171, 877, 89, 1340 or 1341), pages 288
and 289.....to Montreal.
Grand Trunk Railway.....to Portland.
Boston & Maine Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$22.50 to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00 to New York..... 33.50

No. 18.—EXCURSION X 647.

Choice of Routes (Excursions 171, 877, 89, 1340 or 1341), pages 288
and 289.....to Montreal.
Grand Trunk Railway.....to Groveton Junction.
Concord & Montreal Railroad.....to Nashua.
Boston & Maine Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York

RATES from New York.

Via Utica.....to Boston, \$22.50 to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00 to New York..... 33.50

No. 19.—EXCURSION X 648.

Choice of Routes (Excursions 171, 877, 89, 1340 or 1341), pages 288
and 289.....to Montreal.
Grand Trunk Railway.....to Gorham.
Milliken's Stages.....to Glen Site.
Milliken's Stages.....to Summit.
Mount Washington Railway.....to Base.
Concord & Montreal Railroad.....to Fabyan's.
Concord & Montreal Railroad.....to Nashua.
Boston & Maine Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$35.25 to New York.....\$39.75
Via Niagara Falls.....to Boston, 41.75 to New York..... 46.25

No. 20.—EXCURSION X 649.

Choice of Routes (Excursions 827, 1343 or 1344), pages 300 and 301.....to Quebec.
Grand Trunk Railway.....to Gorham.
Milliken's Stages.....to Glen Site.
Milliken's Stages.....to Summit.
Mount Washington Railway.....to Base.
Concord & Montreal Railroad.....to Fabyan's.
Concord & Montreal Railroad.....to Nashua.
Boston & Maine Railroad.....to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$39.25 to New York.....\$43.75
Via Niagara Falls.....to Boston, 45.75 to New York..... 50.25

No. 21.—EXCURSION X 650.

Choice of Routes (Excursions 827, 1343 or 1344), pages 300 and 301.... to Quebec.
 Grand Trunk Railway..... to Gorham.
 Milliken's Stages..... to Glen Site.
 Milliken's Stages..... to Summit.
 Mount Washington Railway..... to Base.
 Concord & Montreal Railroad..... to Fabyan's.
 Maine Central Railroad..... to North Conway.
 Boston & Maine Railroad..... to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica..... to Boston, \$39.25 to New York..... \$43.75
 Via Niagara Falls..... to Boston, 45.75 to New York..... 50.25

No. 22.—EXCURSION X 651.

Choice of Routes (Excursions 827, 1343 or 1344), pages 300 and 301.... to Quebec.
 Grand Trunk Railway..... to Groveton Junction.
 Concord & Montreal Railroad..... to Nashua.
 Boston & Maine Railroad..... to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica..... to Boston, \$26.50 to New York..... \$31.00
 Via Niagara Falls..... to Boston, 33.00 to New York..... 37.50

No. 23.—EXCURSION X 426.

Choice of Routes (Excursions 827, 1343, 1344 or 1345), pages 300 and 301..... to Quebec.
 Ferry..... to Point Levi.
 Intercolonial Railway..... to Halifax.
 Intercolonial Railway..... to St. John.
 International Steamship Company..... to Portland.
 Boston & Maine Railroad..... to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica..... to Boston, \$37.00 to New York..... \$41.50
 Via Niagara Falls..... to Boston, 43.50 to New York..... 48.00

No. 24.—EXCURSION X 834.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages 288 and 289..... to Montreal.
 Richelieu & Ontario Navigation Company's Steamer..... to Quebec.
 Ferry..... to Point Levi.
 Grand Trunk Railway..... to Groveton Junction.
 Concord & Montreal Railroad..... to Fabyan's.
 Concord & Montreal Railroad..... to Nashua.
 Boston & Maine Railroad..... to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.... to Boston, \$26.50 to New York..... \$31.00
 Via Niagara Falls..... to Boston, 33.00 to New York..... 37.50

No. 25.—EXCURSION X 835.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages 288 and 289..... to Montreal.
 Richelieu & Ontario Navigation Company's Steamer..... to Quebec.
 Ferry..... to Point Levi.
 Grand Trunk Railway..... to Groveton Junction.
 Concord & Montreal Railroad..... to Fabyan's.
 Concord & Montreal Railroad..... to Base.



Mount Washington Railroad.....to Summit.
 Milliken's Stage Line.....to Glen Site.
 Milliken's Stage Line.....to Gorham.
 Grand Trunk Railway.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709), page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$37.00 to New York.....\$41.50
 Via Niagara Falls.....to Boston, 43-50 to New York.....48.00

No. 26.—EXCURSION X 1239.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages
 288 and 289.....to Montreal.
 Richelieu & Ontario Navigation Company's Steamer.....to Quebec.
 Intercolonial Railway.....to St. John.
 Canadian Pacific Railway.....to Vanceboro.
 Maine Central Railway.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709) page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$34.00 to New York.....\$38.50
 Via Niagara Falls.....to Boston, 40.50 to New York.....45.00

No. 27.—EXCURSION X 1241.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages
 288 and 289.....to Montreal.
 Richelieu & Ontario Navigation Company's Steamer.....to Quebec.
 Intercolonial Railway.....to Halifax.
 Canada Atlantic & Plant Steamship Company.....to Boston.
 Choice of Routes (Excursions X 254, X 255, X 256 or X 709) page 312, Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$32.50 to New York.....\$37.00
 Via Niagara Falls.....to Boston, 39.00 to New York.....43.50

Excursions from New York, ending at New York.

No. 28.—EXCURSION X 1346.

Choice of Routes (Excursions 171, 89, 877, 1340, 1341 or 1342), pages
 288 and 289.....to Montreal.
 New York Central & Hudson River Railroad.....to New York.

RATES from New York.

Via Utica and Clayton.....\$23.50
 Via Niagara Falls.....30.00

No. 29.—EXCURSION X 839.

Choice of Routes (Excursions 171, 89, 877 or 1342), pages 288 and 289, to Montreal.
 Canadian Pacific Railway.....to Newport.
 Boston & Maine Railroad.....to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad.....to Lunenburg.
 Maine Central Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Worcester.
 New York, New Haven & Hartford Railroad.....to Stonington.
 Stonington Line.....to New York.

Or

Providence Line.....Providence to New York.

RATES from New York.

Via Utica and Clayton.....\$27.00
 Via Niagara Falls.....33 50

No. 30.—EXCURSION X 158.

(Via Alexandria Bay and Ottawa; returning via Lake Champlain, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Steamer.....	to Alexandria Bay.
Steamer.....	to Ogdensburg.
Ferry.....	to Prescott.
Canadian Pacific Railway.....	to Ottawa.
Ottawa River Navigation Company's Steamer.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Plattsburgh.
Lake Champlain Steamer.....	to Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$25.00	

No. 31.—EXCURSION X 159.

(Via Alexandria Bay and Ottawa; returning via Rouse's Point and Saratoga.)

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Steamer.....	to Alexandria Bay.
Steamer.....	to Ogdensburg.
Ferry.....	to Prescott.
Canadian Pacific Railway.....	to Ottawa.
Ottawa River Navigation Company's Steamer.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$23.50	

No. 32.—EXCURSION X 221.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288

and 289.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Clayton.....	\$23.50
Via Niagara Falls.....	30.00

No. 33.—EXCURSION X 222.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288

and 289.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$23.50
Via Niagara Falls.....	30.00

No. 34.—EXCURSION X 223.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288

and 289.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$25.00
Via Niagara Falls.....	31 50

No. 35.—EXCURSION X 653.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288

and 289.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Montpelier.
Montpelier & Wells River Railroad.....	to Wells River.
Concord & Montreal Railroad.....	to Fabyan's.
Concord & Montreal Railroad.....	to Wells River.
Boston & Maine Railroad.....	to White River Junction.
Central Vermont Railroad.....	to Windsor.
Vermont Valley Railroad.....	to Brattleboro.
Central Vermont Railroad.....	to South Vernon.
Boston & Maine Railroad.....	to Springfield.
New York, New Haven & Hartford Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$28.10
Via Niagara Falls.....	34.60

No. 36.—EXCURSION X 654.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288

and 289.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Montpelier.
Montpelier & Wells River Railroad.....	to Wells River.
Concord & Montreal Railroad.....	to Fabyan's.
Concord & Montreal Railroad.....	to Wells River.
Montpelier & Wells River Railroad.....	to Montpelier.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$31.20
Via Niagara Falls.....	37.70

No. 37.—EXCURSION X 274.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288

and 289.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$25.00
Via Niagara Falls.....	31.50

No. 38.—EXCURSION X 418.

Same as Excursion 360, page 297	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division)	to Rouse's Point.
Central Vermont Railroad	to Burlington.
Lake Champlain Steamer	to Fort Ticonderoga.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad	to New York.
RATE from New York.....\$27.85.	

No. 39.—EXCURSION X 419.

Same as Excursion 360, page 297	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division)	to Rouse's Point.
Central Vermont Railroad	to Burlington.
Lake Champlain Steamer	to Fort Ticonderoga.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer	to Caldwell.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad	to New York.
RATE from New York	
	\$29.35

No. 40.—EXCURSION X 420.

Same as Excursion 360, page 297.....	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....	
	\$27.85

No. 41.—EXCURSION X 421.

Same as Excursion 360, page 297.....	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$27.85	

No. 42.—EXCURSION X 422.

Same as Excursion 360, page 297	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad	to New York.
RATE from New York.....\$29.35	

No. 43.—EXCURSION X 732.

Choice of Routes (Excursions 171, 89, 877, 1340 or 1341), pages 288 and 289	to Montreal.
Grand Trunk Railway	to Groveton Junction.
Concord & Montreal Railroad	to Fabyan's.
Concord & Montreal Railroad	to Wells River.
Montpelier & Wells River Railroad	to Montpelier.
Central Vermont Railroad	to Burlington.
Lake Champlain Steamer	to Fort Ticonderoga.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer	to Caldwell.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad	to New York.

RATES from New York.

Via Utica and Clayton	\$32.70
Via Niagara Falls	39.20

EXTENSION, OR SIDE-TRIP TICKETS.

To be sold only in connection with tickets issued by New York Central & Hudson River Railroad, reading to or passing points from which they start.

AUSABLE CHASM, N. Y.

AUSABLE CHASM AND RETURN (FROM PORT KENT).—EXCURSION X 657.
Keeseville, Ausable Chasm & Lake Champlain Railroad to Chasm and Return.
RATE from Port Kent.....\$0.50.

BAR HARBOR, ME.

BAR HARBOR AND RETURN (FROM PORTLAND).—EXCURSION X 285.
Maine Central Railroad.....Portland to Rockland.
Boston & Bangor Steamship Lineto Bar Harbor.
(Returning over same route.)
RATE from Portland.....\$7.00.

EXCURSION X 286.

Maine Central Railroad.....Portland to Rockland.
Portland, Bangor, Mt. Desert & Machias Steamboat Lineto Bar Harbor.
(Returning over same route.)
RATE from Portland\$7.00.

EXCURSION X 287.

Maine Central Railroad.....Portland to Bar Harbor.
(Returning over same route.)
RATE from Portland.....\$11.00.

SPECIAL EXCURSION X 287.

Maine Central Railroad.....Portland to Bar Harbor.
(Returning over same route.)
RATE from Portland.....\$8.50.
(Special Excursion X 287 is good only for a continuous passage in each direction.)

CHATEAUGAY LAKES, N. Y.

ANY LANDING ON UPPER OR LOWER CHATEAUGAY LAKES (FROM CHATEAUGAY).—
EXCURSION X 1146.
Davis Stage and Steamer Transit.....to any landing.
RATE from Chateaugay.....\$1.00.
ANY LANDING ON UPPER OR LOWER CHATEAUGAY LAKES AND RETURN (FROM CHATEAUGAY).—
EXCURSION X 1147.
Davis Stage and Steamer Transit.....to any landing.
(Returning same route.)
RATE from Chateaugay.....\$2.00.

HALIFAX, N. S.

HALIFAX, N. S., AND RETURN (FROM PORTLAND).—EXCURSION X 753.
(Continuous passage.)
Maine Central Railroad.....to Vanceboro.
Canadian Pacific Railway.....to St. John.
Intercolonial Railway.....to Halifax.
(Returning over same route.)
RATE from Portland.....\$18.50.
HALIFAX AND RETURN (FROM QUEBEC).—EXCURSION X 1242.
Intercolonial Railway.....to Halifax.
Intercolonial Railway.....to Quebec.
RATE from Quebec.....\$20.00.

HALIFAX, N. S., AND RETURN (FROM BOSTON).—EXCURSION X 1095.

Canada Atlantic & Plant Steamship Line.....to Halifax.

Canada Atlantic & Plant Steamship Line.....to Boston.

RATE from Boston.....\$12.00.

NOTE.—Steamers will leave Boston on Tuesday, Thursday and Saturday of each week, until close of service.

LAKE EDWARD, P. Q.**LAKE EDWARD, P. Q., AND RETURN (FROM QUEBEC).—EXCURSION X 841.**

Quebec & Lake St. John Railway.....to Lake Edward.

Quebec & Lake St. John Railway.....to Quebec.

RATE from Quebec.....\$4.50.

LAKE GEORGE, N. Y.**LAKE GEORGE AND RETURN (FROM CALDWELL).—EXCURSION X 248.**

Lake George Steamer from Caldwell to any of the following landings on Lake George and return to Caldwell.

RATES from Caldwell.

Bolton.....\$1.00 Kattskill.....\$0.70

Fourteen-Mile Island..... 1.00 Pearl Point..... 1.00

Green Island (Sagamore Hotel)..... 1.00 Trout Pavilion..... 70

Hulett's Landing..... 1.60

HOTEL ALGONQUIN, N. Y.**HOTEL ALGONQUIN, N. Y., AND RETURN (FROM SARANAC LAKE).—EXCURSION X 1077.**

Harding's Carriage Line.....to Hotel Algonquin.

Harding's Carriage Line.....to Saranac Lake.

RATE from Saranac Lake.....75 cents.

HOTEL AMPERSAND, N. Y.**HOTEL AMPERSAND, N. Y., AND RETURN (FROM SARANAC LAKE).—EXCURSION X 1078.**

Ampersand Carriage Line.....to Hotel Ampersand.

Ampersand Carriage Line.....to Saranac Lake.

RATE from Saranac Lake.....75 cents.

LAKE ST. JOHN, P. Q.**QUEBEC TO ROBerval, P. Q.—EXCURSION X 613.**

Quebec & Lake St. John Railway.....to Roberval.

RATE from Quebec.....\$5.70.

QUEBEC TO ROBerval, P. Q. (LAKE ST. JOHN), AND RETURN.—EXCURSION X 614.

Quebec & Lake St. John Railway.....to Roberval.

Quebec & Lake St. John Railway.....to Quebec.

RATE from Quebec.....\$7.50.

QUEBEC TO CHICOUTIMI, P. Q., AND RETURN.—EXCURSION X 1081.

Quebec & Lake St. John Railway.....to Roberval.

Quebec & Lake St. John Railway.....to Chicoutimi.

(Returning over same route.)

RATE from Quebec.....\$9.00.

QUEBEC TO CHICOUTIMI, P. Q., AND RETURN.—EXCURSION X 1084.

Quebec & Lake St. John Railway.....to Roberval.

Quebec & Lake St. John Railway.....to Chicoutimi.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$10.00.

MOUNT MCGREGOR, N. Y.**MOUNT MCGREGOR, N. Y., AND RETURN (FROM SARATOGA).—EXCURSION X 309.**

Mount McGregor Railroad.....to Mount McGregor.

Mount McGregor Railroad.....to Saratoga.

RATE from Saratoga.....\$1.00.

MULGRAVE, N. S.

MULGRAVE, N. S., AND RETURN (FROM QUEBEC).—EXCURSION X 1242.

Intercolonial Railway.....to Halifax.

Intercolonial Railway.....to Quebec.

RATE from Quebec.....\$21.25.

NIAGARA-ON-THE-LAKE, ONT.

NIAGARA-ON-THE-LAKE, ONT., AND RETURN (FROM NIAGARA FALLS).—EXCURSION X 656.

New York Central & Hudson River Railroad.....to Lewiston.

Niagara Navigation Company.....to Niagara-on-the-Lake.

(Returning over same route.)

RATE from Niagara Falls.....80 cents.

OTTAWA, ONT.

TO OTTAWA, ONT., AND RETURN (FROM MONTREAL).—EXCURSION X 1306.

Ottawa River Navigation Company.....to Ottawa.

Steamer "James Swift" (Meals and Berth included).....to Kingston.

Richelieu & Ontario Navigation Company.....to Montreal.

RATE from Montreal.....\$12.75.

PICTOU, N. S.

PICTOU AND RETURN (FROM QUEBEC).—EXCURSION X 1242.

Intercolonial Railway.....to Pictou.

Intercolonial Railway.....to Quebec.

RATE from Quebec.....\$20.00.

PT. DU CHENE, N. B.

PT. DU CHENE AND RETURN (FROM QUEBEC).—EXCURSION X 1242.

Intercolonial Railway.....to Pt. du Chene.

Intercolonial Railway.....to Quebec.

RATE from Quebec.....\$16.50.

PORTSMOUTH, N. H.

PORTSMOUTH, N. H., AND RETURN (FROM BOSTON).—EXCURSION X 735.

Boston & Portsmouth Steamship Co.....to Portsmouth.

Boston & Portsmouth Steamship Co.....to Boston.

RATE from Boston.....\$1.50.

PROFILE HOUSE, N. H.

PROFILE HOUSE AND RETURN (FROM BETHLEHEM JUNC.)—EXCURSION X 283.

Profile & Franconia Notch Railroad.....Bethlehem Junction to Profile House and return.

RATE from Bethlehem Junction.....\$3.00.

PROSPECT MOUNTAIN (LAKE GEORGE), N. Y.

(FROM CALDWELL).—EXCURSION X 1352.

Horicon Improvement Co.....Caldwell to Summit of Prospect Mountain and Return

RATE from Caldwell.....\$1.00.

QUEBEC, P. Q.

QUEBEC AND RETURN (FROM MONTREAL).—EXCURSION X 1347.

Grand Trunk R'y or Rich. & Ont. Nav. Co.....to Quebec.

(Returning over same route.)

RATE from Montreal.....\$5.00.

QUEBEC AND RETURN (FROM MONTREAL).—EXCURSION X 1348.

Canadian Pacific R'y or Rich. & Ont. Nav. Co.....to Quebec.

(Returning over same route.)

RATE from Montreal.....\$5.00.

RICHFIELD SPRINGS, N. Y.

RICHFIELD SPRINGS AND RETURN (FROM UTICA).—EXCURSION X 52.

Delaware, Lackawanna & Western Railroad.....to Richfield Springs.

Delaware, Lackawanna & Western Railroad.....to Utica.

RATE from Utica.....\$2.00.

VIA RICHELIEU & ONTARIO NAVIGATION COMPANY (FROM QUEBEC)

QUEBEC TO MURRAY BAY, P. Q., AND RETURN.—EXCURSION X 710.

Richelieu & Ontario Navigation Company.....to Murray Bay.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$4.00.

QUEBEC TO RIVIERE DU LOUP, P. Q., AND RETURN.—EXCURSION X 710.

Richelieu & Ontario Navigation Company.....to Riviere du Loup.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$4.00.

QUEBEC TO TADOUSAC, P. Q., AND RETURN.—EXCURSION X 710.

Richelieu & Ontario Navigation Company.....to Tadousac.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$5.00.

QUEBEC TO HA-HA BAY, P. Q., AND RETURN.—EXCURSION X 710.

Richelieu & Ontario Navigation Company.....to Ha-Ha Bay.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$3.00.

QUEBEC TO CHICOUTIMI, P. Q., AND RETURN.—EXCURSION X 710.

Richelieu & Ontario Navigation Company.....to Chicoutimi.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$8.00.

RIVIERE DU LOUP, P. Q.

RIVIERE DU LOUP AND RETURN (FROM QUEBEC).—EXCURSION X 1242.

Intercolonial Railway.....to Riviere du Loup

Intercolonial Railway.....to Quebec.

RATE from Quebec.....\$4.00.

ST. ANDREWS, N. B.

ST. ANDREWS, N. B., AND RETURN (FROM PORTLAND).—EXCURSION X 751.

(Continuous passage.)

Maine Central Railroad.....to Vanceboro.

Canadian Pacific Railway.....to St. Andrews.

(Returning over same route.)

RATE from Portland.....\$11.00.

ST. JOHN, N. B.

ST. JOHN, N. B., AND RETURN (FROM PORTLAND).—EXCURSION X 752.

(Continuous passage.)

Maine Central Railroad.....to Vanceboro.

Canadian Pacific Railway.....to St. John.

(Returning over same route.)

RATE from Portland.....\$11.00.

ST. JOHN, N. B., AND RETURN (FROM QUEBEC).—EXCURSION X 1242.

Intercolonial Railway.....to St. John.

Intercolonial Railway.....to Quebec.

RATE from Quebec.....\$16.00.

SYDNEY, N. S.

SYDNEY, N. S., AND RETURN (FROM QUEBEC).—EXCURSION X 1242.

Intercolonial Railway.....to Sydney.

Intercolonial Railway.....to Quebec.

RATE from Quebec.....\$22.50.

TORONTO, ONT.

TORONTO, ONT., AND RETURN (FROM NIAGARA FALLS).—EXCURSION 307 R.

New York Central & Hudson River Railroad.....to Lewiston.

Niagara Navigation Company's Steamer.....to Toronto.

(Returning over same route.)

RATE from Niagara Falls.....\$2.25.

TRENTON FALLS, N. Y.

TRENTON FALLS, N. Y., AND RETURN (FROM HERKIMER).—EXCURSION X 1094.

(Via Adirondack Division New York Central in both directions.)

RATE from Herkimer.....\$1.30.

EXCURSION X 51 (FROM UTICA).

Rome, Watertown & Ogdensburg Railroad.....to Trenton Falls.

Rome, Watertown & Ogdensburg Railroad.....to Utica.

RATE from Utica.....\$1.00.

WATKINS GLEN, N. Y.

WATKINS GLEN, N. Y., AND RETURN (FROM GENEVA).—EXCURSION X 577.

Fall Brook Railway.....to Watkins.

Fall Brook Railway.....to Geneva.

RATE from Geneva.....\$1.25.

FROM GENEVA.—EXCURSION X 578.

Seneca Lake Steamer.....to Watkins.

Seneca Lake Steamer.....to Geneva.

RATE from Geneva.....\$1.25.

FROM LYONS.—EXCURSION X 590.

New York Central & Hudson River Railroad.....to Geneva.

Fall Brook Railway.....to Watkins.

(Returning over same route.)

RATE from Lyons.....\$1.75.

FROM LYONS.—EXCURSION X 591.

New York Central & Hudson River Railroad.....to Geneva.

Seneca Lake Steamer.....to Watkins.

(Returning over same route.)

RATE from Lyons.....\$1.75.



Rates from Buffalo and Niagara Falls to Prominent Summer Excursion Points.

ADIRONDACK MOUNTAINS, N. Y.

BLUE MOUNTAIN LAKE.

(Via Saratoga.)

New York Central & Hudson River Railroadto Schenectady.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railroad.....to North Creek.
 Stage.....to Blue Mountain Lake.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$22.00.

CHILDWOLD (STATION).

(Via Utica and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$13.50.

CHILDWOLD PARK HOUSE (HOTEL CHILDWOLD).

(Via Utica and Adirondack Division New York Central.)

New York Central & Hudson River Railroadto Childwold (Station).
 Ingold's Stage Line.....to Childwold Park House.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$15.50.

FULTON CHAIN.

(Via Utica and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$10.85.

HINCKLEY.

(Via Herkimer and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$10.10.

HONNEDAGA.

Via Utica and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$9.35.

HOTEL ALGONQUIN.

(Via Utica and Adirondack Division New York Central.)

New York Central & Hudson River Railroad.....to Saranac Lake.
 Harding's Carriage Line.....to Hotel Algonquin.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$15.85.

HOTEL WAWBEEK.

(Via Utica and Adirondack Division New York Central.)

New York Central & Hudson River Railroadto Saranac Inn (Station).
 Saranac Inn Stage Lineto Saranac Inn (Hotel).
 Saranac Inn Steamerto Hotel Wawbeek.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$16.60.

HOTEL AMPERSAND.

(Via Utica and Adirondack Division New York Central.)

New York Central & Hudson River Railroad.....to Saranac Lake.
 Ampersand Carriage Line.....to Hotel Ampersand.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$15.85.

HORSESHOE POND.

(Via Utica and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$13.10.

LAKE CLEAR.

(Via Utica and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$14.75.

LAKE KUSHAQUA.

(Via Utica and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$13.45.

LAKE PLACID.

(Via Utica and Adirondack Division New York Central.)
 New York Central & Hudson River Railroad.....to Saranac Lake.
 Saranac & Lake Placid Railroad.....to Lake Placid.
 (Returning over same route.)
 RATE from Buffalo and Niagara Falls...\$16.85.

LOON LAKE HOUSE.

(Via Utica and Adirondack Division New York Central.)
 New York Central & Hudson River Railroadto Loon Lake (Station).
 Chase's Stage Line.....to Loon Lake House.
 (Returning over same route.)
 RATE from Buffalo and Niagara Falls...\$16.95.

LOON LAKE (STATION).

(Via Utica and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$15.70.

MOUNTAIN VIEW.

(Via Utica and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$16.30.

PAUL SMITH'S (HOTEL).

(Via Utica and Adirondack Division New York Central.)
 New York Central & Hudson River Railroad.....to Paul Smith's (Station).
 Paul Smith's Stage Line.....to Paul Smith's (Hotel).
 (Returning over same route.)
 RATE from Buffalo and Niagara Falls...\$16.25.

PAUL SMITH'S (STATION).

(Via Utica and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$15.00.

PROSPECT.

(Via Herkimer and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$9.90.

RAINBOW LAKE.

(Via Utica and Adirondack Division New York Central in both directions.)
 RATE from Buffalo and Niagara Falls...\$13.20.

RUSTIC LODGE.

(Via Utica and Adirondack Division New York Central.)
 New York Central & Hudson River Railroad.....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Rustic Lodge.
 (Returning over same route.)
 RATE from Buffalo and Niagara Falls...\$16.60.

SARANAC INN (HOTEL).

(Via Utica and Adirondack Division New York Central.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).

Saranac Inn Stage Line.....to Saranac Inn (Hotel).

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$15.60.

SARANAC INN (STATION).

(Via Utica and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$14.60.

SARANAC CLUB.

(Via Utica and Adirondack Division New York Central.)

New York Central & Hudson River Railroad.....to Saranac Inn (Station).

Saranac Inn Stage Line.....to Saranac Inn (Hotel).

Saranac Inn Steamer.....to Saranac Club.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$16.60.

SARANAC LAKE.

(Via Utica and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$15.10

TUPPER LAKE JUNCTION.

(Via Utica and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$13.80.

WHITE LAKE.

(Via Utica and Adirondack Division New York Central in both directions.)

RATE from Buffalo and Niagara Falls...\$9.95.

ALEXANDRIA BAY, N. Y.

New York Central & Hudson River Railroad.....to Syracuse.

Rome, Watertown & Ogdensburg Railroad.....to Clayton.

Thousand Island Steamboat Co.....to Alexandria Bay.

(Returning over same route.)

RATES from Buffalo and Niagara Falls.

With stop-over privileges.....\$12.50.

Limited to continuous passage..... 9.25.

BAR HARBOR (MOUNT DESERT), ME.

New York Central & Hudson River Railroad.....to Albany.

Boston & Albany Railroad.....to Boston.

Boston & Maine Railroad.....to Portland.

Maine Central Railroad.....to Bar Harbor.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$35.30.

BLOCK ISLAND, R. I.

New York Central & Hudson River Railroad.....to Albany.

Boston & Albany Railroad.....to Palmer.

Central Vermont Railroad.....to New London.

Steamer.....to Block Island.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$20.80.

BLUFF POINT (HOTEL CHAMPLAIN), N. Y.

New York Central & Hudson River Railroad.....to Schenectady.
 Delaware & Hudson Railroad.....to Bluff Point.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$19.80.

BOSTON, MASS.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 Fall River Line.....to New York.
 New York Central & Hudson River Railroad.....to Buffalo or Niagara Falls.

RATE from Buffalo and Niagara Falls...\$23.15.

COTTAGE CITY (MARTHA'S VINEYARD), MASS.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 New York, New Haven & Hartford Railroad (Old Colony Div.)...to Wood's Holl.
 Steamer.....to Cottage City.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$23.30.

CLAYTON, N. Y.

New York Central & Hudson River Railroad.....to Syracuse.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.

(Returning over same route.)

RATES from Buffalo and Niagara Falls.

With stop-over privileges.....\$11.75.

Limited to continuous passage.....8.80.

LAKE GEORGE (CALDWELL), N. Y.

New York Central & Hudson River Railroad.....to Schenectady.
 Delaware & Hudson Railroad.....to Caldwell.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$15.25.

MONTREAL, P. Q.

(Via Utica and Adirondack Mountains.)

(New York Central & Hudson River Railroad in both directions.)

RATE from Buffalo and Niagara Falls.....\$19.00.

(Via Toronto and Rapids of the St. Lawrence.)

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company.....to Toronto.
 Richelieu & Ontario Navigation Company.....to Montreal.

RATE from Buffalo and Niagara Falls...\$11.50.

NANTUCKET, MASS.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 New York, New Haven & Hartford Railroad (Old Colony Div.)...to Wood's Holl.
 Steamer.....to Nantucket.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$24.30.

NARRAGANSETT PIER, R. I.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Palmer.
 Central Vermont Railroad.....to New London.
 New York, New Haven & Hartford Railroad (Old Colony Div.)...to Kingston.
 Narragansett Pier Railroad.....to Narragansett Pier.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$22.05.

* This rate does not include transfer of passenger or baggage through Boston in either direction.

NEWPORT, R. I.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 New York, New Haven & Hartford Railroad (Old Colony Div.) ..to Newport.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls...*\$22.80.

Or

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 New York, New Haven & Hartford Railroad (Old Colony Div.)...to Newport.
 Fall River Line.....to New York.
 New York Central & Hudson River Railroad.....to Buffalo or Niagara Falls.

RATE from Buffalo and Niagara Falls...*\$23.85.

Or

New York Central & Hudson River Railroad.....to New York.
 Fall River Line.....to Newport.
 New York, New Haven & Hartford Railroad (Old Colony Div.)...to Boston.
 Boston & Albany Railroad.....to Albany.
 New York Central & Hudson River Railroad.....to Buffalo or Niagara Falls.

RATE from Buffalo and Niagara Falls...*\$23.85.

Or

New York Central & Hudson River Railroad.....to New York.
 Fall River Line.....to Newport.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$23.00.

NEW YORK.

New York Central & Hudson River Railroad.....to Schenectady.
 Delaware & Hudson Railroad.....to Saratoga.
 Delaware & Hudson Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE.—From Buffalo.....\$10.55. From Niagara Falls.....\$10.70.

OLD ORCHARD BEACH, ME.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 Boston & Maine Railroad.....to Old Orchard.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$25.30.

RICHFIELD SPRINGS, N. Y.

New York Central & Hudson River Railroad.....to Utica.
 Delaware, Lackawanna & Western Railroad.....to Richfield Springs.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$10.00.

SARATOGA, N. Y.

New York Central & Hudson River Railroad.....to Schenectady.
 Delaware & Hudson Railroad.....to Saratoga.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$12.50.

TORONTO, ONT.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.

(Returning over same route.)

RATES from Niagara Falls.

Limited to October 31st.....\$2.75

Limited to date of sale..... 2.00

* This rate does not include transfer of passenger or baggage through Boston in either direction.

WATCH HILL, R. I.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Palmer.
 Central Vermont Railroad.....to New London.
 Steamer.....to Watch Hill.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$20.65.

Or

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Palmer.
 Central Vermont Railroad.....to New London.
 New York, New Haven & Hartford Railroad.....to Stonington.
 Steamer.....to Watch Hill.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$20.65.

Or

New York Central & Hudson River Railroad.....to New York.
 Providence & Stonington Steamship Company.....to Stonington.
 Steamer.....to Watch Hill.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$20.40.

Or

New York Central & Hudson River Railroad.....to New York.
 New York, New Haven & Hartford Railroad.....to Stonington.
 Steamer.....to Watch Hill.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$3.10.

Or

New York Central & Hudson River Railroad.....to New York.
 New York, New Haven & Hartford Railroad.....to New London.
 Steamer.....to Watch Hill.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$23.10.

WATKINS GLEN, N. Y.

New York Central & Hudson River Railroad.....to Geneva.
 Fall Brook Railway.....to Watkins.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$6.00.

Or

New York Central & Hudson River Railroad.....to Geneva.
 Seneca Lake Steamer.....to Watkins.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$6.00.

Or

New York Central & Hudson River Railroad.....to Canandaigua.
 Northern Central Railroad.....to Watkins.

(Returning over same route.)

RATE from Buffalo and Niagara Falls...\$6.00.



Pacific Coast

EXCURSION TICKETS.

Excursion Tickets to SAN FRANCISCO, CAL., LOS ANGELES, CAL., SAN DIEGO, CAL., TACOMA, WASH., and PORTLAND, ORE. and return, via all routes, are on sale the year round at rate of

\$148.00 from New York.

If return from Portland, Ore., via San Francisco, or from California points, via Portland, Ore., is desired, there is an extra charge of **\$13.50.**

These Tickets are good if used to Pacific Coast destination within sixty (60) days from date of purchase, and are valid for return passage within nine months from such date.

STOP-OVER PRIVILEGES are allowed on these Tickets West of the Missouri River, and beyond St. Louis when route is via St. Louis and El Paso.

These Tickets are valid via Chicago, St. Louis or Cincinnati in both directions, also going via one of those points and returning via another. West of those points return route can also be varied if notice is given Agent when exchanging order on going journey.

City of Mexico

EXCURSION TICKETS.

Excursion Tickets to City of Mexico and return can be purchased at rate of **\$120.85** from New York.

These Tickets are good if used to the Mexico State Line (Laredo, Tex., Eagle Pass, Tex., or El Paso, Tex.) within sixty days from date of purchase, and are valid if used to starting point within six months from such date.

Return route can be changed by arrangement with Agent when exchange order is validated.

City of Mexico Excursion Tickets are on sale throughout the year.

Monterey, Mexico

EXCURSION TICKETS.

Excursion Tickets to Monterey, Mex. and return can be purchased at rate of **\$94.50** from New York.

These Tickets are good if used to Laredo or Eagle Pass (according to route) within sixty days from date of purchase, and are valid if used to starting point within six months from such date.

Monterey Excursion Tickets are on sale throughout the year.

Colorado

EXCURSION TICKETS.

From June 1st to September 30th, Excursion Tickets are sold to DENVER, COLORADO SPRINGS or PUEBLO and return at rate of **\$82.80** from New York.

Tickets are good if used to starting point prior to October 31, 1895, and are limited to continuous passage in each direction East of Colorado.

SUMMIT OF PIKE'S PEAK, COLORADO.

The Manitou & Pike's Peak Railway is now in operation to the summit of Pike's Peak. Holders of tickets passing through Manitou can obtain side-trip tickets to summit of Pike's Peak and return to Manitou, at rate of **\$4.50**.

For further information regarding routes, privileges, etc., etc., apply to any New York Central Ticket Agent.

Hot Springs, Arkansas,

EXCURSION TICKETS.

Excursion Tickets are on sale throughout the year to HOT SPRINGS, ARK., and return, at rate of **\$63.85** from New York.

These Tickets are limited to thirty (30) days from date of sale, on the going journey, and are good if used for return passage within three (3) months from such date.

Stop-over allowed beyond St. Louis.

ROUND-THE-WORLD TICKETS.

EXCURSION TICKETS COVERING JOURNEY AROUND THE
WORLD ARE ON SALE VIA ROUTES AND AT
RATES SHOWN BELOW.



"New York Central" and connections—New York to San Francisco, thence via Honolulu, Samoa, Auckland, Sydney, Melbourne, Adelaide, Colombo, Aden, Port Said, Brindisi, Gibraltar, and London to New York, **\$610.00.**

"New York Central" and connections—New York to San Francisco, thence via Honolulu, Samoa, Auckland, Sydney, Melbourne, Adelaide, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton, and London to New York, **\$610.00.**

"New York Central" and connections—New York to San Francisco, thence via Honolulu, Yokohama, Hong Kong, Singapore, Colombo, Aden, Suez, Port Said, Naples, Genoa, Southampton, and London to New York, **\$610.00.**

"New York Central" and connections—New York to San Francisco, thence via Honolulu, Samoa, Auckland, Melbourne, Adelaide, King George's Sound, Mahe, Aden, Suez, Port Said, Marseilles, Paris, and Havre to New York, **\$641.00.**

"New York Central" and connections—New York to San Francisco, thence via Honolulu, Yokohama, Kobe, Shanghai, Hong Kong, Saigon, Singapore, Colombo, Aden, Suez, Port Said, Alexandria, Marseilles, Paris, and Havre to New York, **\$658.50.**

Round-the-World tickets are on sale all the year and are valid if used within twelve months from date of purchase; they are first-class throughout, and include meals and berths on steamships.

STOP-OVER IS ALLOWED WITHIN LIMIT OF TICKET.

Three hundred and fifty pounds of baggage per passenger is carried free, except on Atlantic steamships, when free allowance is twenty cubic feet.

RATES for SCHOOL, FAMILY, and COMMUTATION TICKETS between NEW YORK and Poughkeepsie and Intermediate Stations.

BETWEEN GRAND CENTRAL STATION OR THIRTIETH STREET AND	FAMILY TICKETS		SCHOOL TICKETS.										
	50 RIDES, LIMITED TO ONE YEAR.		46 RIDES, LIMITED TO ONE MONTH.										
	Rate per Month.	Rate.	1st Month.	2d Month.	3d Month.	4th Month.	5th Month.	6th Month.	7th Month.	8th Month.	9th Month.	10th Month.	
\$4.45	\$7.50	\$4.95	\$4.65	\$4.30	\$3.95	\$3.65	\$3.30	\$3.00	\$2.65	\$2.65	\$2.65	\$2.65	
Spuyten Duyvil.....	4.60	8.00	5.15	4.85	4.50	4.15	3.80	3.45	3.10	2.75	2.75	2.75	
Riverdale.....	4.75	8.75	5.35	5.05	4.65	4.30	3.95	3.60	3.20	2.85	2.85	2.85	
Mount St. Vincent.....	5.10	9.50	5.80	5.40	5.00	4.60	4.25	3.85	3.45	3.10	3.10	3.10	
Ludlow.....	5.10	10.00	5.80	5.40	5.00	4.60	4.25	3.85	3.45	3.10	3.10	3.10	
Yonkers.....	5.35	10.00	6.05	5.65	5.25	4.85	4.50	4.10	3.70	3.30	3.30	3.30	
Glenwood.....	5.75	12.25	6.45	6.05	5.65	5.25	4.85	4.50	4.10	3.70	3.70	3.70	
Hastings.....	6.00	13.00	6.75	6.35	5.95	5.55	5.15	4.75	4.35	3.95	3.95	3.95	
Dobb's Ferry.....	6.35	14.25	7.05	6.65	6.25	5.85	5.45	5.05	4.65	4.25	4.25	4.25	
Tarrytown.....	6.60	15.25	7.30	6.90	6.50	6.10	5.70	5.30	4.90	4.50	4.50	4.50	
Scarborough.....	6.95	18.50	7.65	7.25	6.85	6.45	6.05	5.65	5.25	4.85	4.85	4.85	
Sing Sing.....	7.00	19.25	7.95	7.40	6.90	6.35	5.85	5.30	4.75	4.25	4.25	4.25	
Croton.....	7.50	21.50	8.45	7.90	7.30	6.75	6.20	5.65	5.05	4.50	4.50	4.50	
Ossawana.....	7.70	22.75	8.65	8.05	7.50	6.90	6.35	5.75	5.20	4.60	4.60	4.60	
Cruger's.....	7.95	23.50	8.95	8.35	7.75	7.15	6.55	5.95	5.35	4.75	4.75	4.75	
Montrose.....	8.35	24.25	9.30	8.70	8.05	7.45	6.85	6.20	5.60	4.95	4.95	4.95	
Peekskill.....	8.95	26.00	9.95	9.35	8.60	7.95	7.30	6.60	5.95	5.30	5.30	5.30	
Highlands.....	9.00	29.00	10.10	9.45	8.75	8.10	7.40	6.75	6.05	5.40	5.40	5.40	
Garrison's.....	9.25	31.25	10.45	9.75	9.05	8.35	7.65	6.95	6.25	5.55	5.55	5.55	
West Point, or Cranston's.....	9.70	.....	10.95	10.20	9.45	8.75	8.00	7.30	6.55	5.85	5.85	5.85
Cold Spring.....	10.20	33.00	11.45	10.65	9.90	9.15	8.40	7.60	6.85	6.10	6.10	6.10	
Storm King.....	.....	34.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall.....	.....	.....	11.90	11.15	10.35	9.55	8.75	7.95	7.15	6.35	6.35	6.35
Dutchess Junction.....	10.50	35.75	11.90	11.15	10.35	9.55	8.75	7.95	7.15	6.35	6.35	6.35	
Fiabkill.....	10.50	36.25	11.90	11.15	10.35	9.55	8.75	7.95	7.15	6.35	6.35	6.35	
Newburgh.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Low Point.....	11.40	39.00	12.90	12.05	11.20	10.35	9.45	8.60	7.75	6.90	6.90	6.90	
New Hamburg.....	11.45	40.75	12.90	12.05	11.20	10.35	9.45	8.60	7.75	6.90	6.90	6.90	
Candlot.....	11.85	43.50	13.40	12.50	11.60	10.75	9.95	8.95	7.95	7.15	7.15	7.15	
Poughkeepsie.....	12.25	46.00	13.85	12.90	12.00	11.10	10.15	9.25	8.30	7.40	7.40	7.40	
Grand Central Station and High Bridge.....	3.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Morris Heights.....	3.70	5.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
King's Bridge.....	4.10	6.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manhattan.....	3.50	3.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
154d Street.....	3.75	4.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fort Washington.....	3.85	5.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Inwood.....	4.35	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Above mentioned tickets may be purchased at any time, and will be limited from date of purchase. They can be obtained from Commutation Agent in Grand Central Station, whose office is open from 8.30 a.m. to 5.30 p.m. daily, except Sundays and Holidays, or through agent at any station shown above.

HARLEM DIVISION—Rates for COMMUTATION, FAMILY, and SCHOOL TICKETS between NEW YORK and PAWLING and Intermediate Stations.

GRAND CENTRAL STATION AND		COMMUTATION TICKETS. 60 RIDES, LIMITED TO ONE MONTH.		SCHOOL TICKETS. 46 RIDES, LIMITED TO ONE MONTH.									
		Rate per Month.	Rate.	1st Month.	2d Month.	3d Month.	4th Month.	5th Month.	6th Month.	7th Month.	8th Month.	9th Month.	10th Month.
	\$2.50	.....	.....								
Harlem (125th Street).....	2.50	.....	\$3.50	\$3.25	\$3.00	\$2.80	\$2.55	\$2.30	\$2.10	\$1.85	\$1.85	\$1.85	\$1.85
Mott Haven (138th Street).....	3.00	.....	4.00	3.75	3.50	3.25	2.95	2.70	2.45	2.20	1.95	1.95	1.95
Melrose.....	3.25	.....	4.00	3.70	3.45	3.20	2.90	2.60	2.40	2.10	2.10	2.10	2.10
Morrisania.....	3.50	.....	4.50	4.20	3.90	3.60	3.30	3.05	2.80	2.50	2.25	2.25	2.25
Claremont Park.....	3.75	\$5.50	4.50	4.20	3.90	3.60	3.30	3.05	2.80	2.50	2.25	2.25	2.25
Trenton.....	3.85	6.00	4.45	4.15	3.90	3.60	3.30	3.00	2.70	2.40	2.10	2.10	2.10
Fordham.....	4.10	6.50	4.70	4.35	4.05	3.75	3.45	3.10	2.80	2.50	2.20	2.20	2.20
Bedford Park.....	4.45	7.00	4.95	4.65	4.30	3.95	3.65	3.30	3.00	2.65	2.35	2.35	2.35
Williams' Bridge.....	4.60	7.50	5.15	4.85	4.50	4.15	3.80	3.45	3.10	2.75	2.45	2.45	2.45
Woodlawn.....	4.85	8.00	5.45	5.10	4.75	4.35	4.00	3.65	3.30	2.90	2.60	2.60	2.60
Washingtonville.....	5.10	8.50	5.80	5.45	5.10	4.75	4.40	4.05	3.70	3.30	2.90	2.90	2.90
Mount Vernon.....	4.85	10.00	5.65	5.30	4.95	4.60	4.25	3.90	3.55	3.20	2.80	2.80	2.80
Bronxville.....	5.10	10.50	5.80	5.40	5.00	4.60	4.25	3.90	3.55	3.20	2.80	2.80	2.80
Tuckahoe.....	5.35	12.00	5.95	5.55	5.15	4.75	4.35	4.00	3.60	3.20	2.80	2.80	2.80
Scarsdale.....	5.75	13.00	6.45	6.05	5.65	5.25	4.75	4.30	3.90	3.45	3.05	3.05	3.05
Hartsdale.....	6.00	14.25	7.15	6.65	6.20	5.70	5.25	4.75	4.30	3.80	3.40	3.40	3.40
White Plains.....	6.35	15.25	7.45	6.95	6.45	5.95	5.45	4.95	4.45	3.95	3.55	3.55	3.55
Kensico.....	6.60	16.75	7.75	7.25	6.75	6.25	5.75	5.20	4.70	4.20	3.75	3.75	3.75
Unionville.....	6.85	17.75	7.95	7.40	6.90	6.35	5.85	5.30	4.75	4.25	3.75	3.75	3.75
Pleasantville.....	7.00	19.25	8.25	7.70	7.15	6.60	6.05	5.50	4.95	4.40	3.90	3.90	3.90
Chappaqua.....	7.25	20.50	8.55	8.00	7.45	6.90	6.35	5.75	5.20	4.60	4.10	4.10	4.10
Mount Kisco.....	7.70	23.00	8.65	8.05	7.50	6.90	6.35	5.75	5.20	4.60	4.10	4.10	4.10
Bedford.....	8.25	24.50	9.30	8.70	8.05	7.45	6.85	6.20	5.60	5.00	4.50	4.50	4.50
Katonah.....	8.95	26.25	9.95	9.35	8.70	8.05	7.45	6.85	6.20	5.60	5.00	5.00	5.00
Golden's Bridge.....	9.00	27.25	10.10	9.45	8.75	8.10	7.40	6.75	6.05	5.30	4.60	4.60	4.60
Somer's Centre.....	9.25	29.75	10.45	9.75	9.05	8.35	7.65	6.95	6.25	5.55	4.85	4.85	4.85
Lake Mahopac.....	9.70	30.55	10.95	10.20	9.45	8.75	8.00	7.30	6.55	5.85	5.15	5.15	5.15
Purdy's.....	9.25	29.00	10.35	9.65	8.95	8.30	7.60	6.90	6.20	5.50	4.80	4.80	4.80
Proton Falls.....	9.25	29.75	10.45	9.75	9.05	8.35	7.65	6.95	6.25	5.55	4.85	4.85	4.85
Brewster.....	9.70	32.45	10.95	10.20	9.45	8.75	8.00	7.30	6.55	5.85	5.15	5.15	5.15
Dyckman's.....	10.20	34.25	11.45	10.65	9.90	9.15	8.40	7.60	6.85	6.10	5.35	5.35	5.35
Towner's.....	10.50	36.25	11.90	11.15	10.35	9.55	8.75	7.95	7.15	6.35	5.55	5.55	5.55
Patterson.....	11.00	37.75	12.40	11.60	10.80	10.00	9.20	8.40	7.60	6.80	6.00	6.00	6.00
Pawling.....	11.45	39.75	12.90	12.05	11.20	10.35	9.45	8.60	7.75	6.90	6.00	6.00	6.00

Above mentioned tickets may be purchased at any time, and will be limited from date of purchase. They can be obtained from Commutation Agent in Grand Central Station, whose office is open from 8.30 a.m. to 5.30 p.m. daily, except Sundays and Holidays, or through agent at any station shown above. Rate for fifty-ride tickets from stations north of Pawling can be obtained by applying to nearest ticket agent.

RATES for COMMUTATION, FAMILY, and SCHOOL TICKETS between NEW YORK and Stations on NEW YORK & PUTNAM RAILROAD.
(N. Y. C. & H. R. R. Co., Lessee.)

BETWEEN ANY STATION ON SIXTH OR NINTH AVENUE ELEVATED RAILROADS AND	FAMILY TICKETS 50 RIDES, LIMITED TO ONE YEAR. Rate.		SCHOOL TICKETS. 46 RIDES, LIMITED TO ONE MONTH. 1st Month. 2d Month. 3d Month. 4th Month. 5th Month. 6th Month. 7th Month. 8th Month. 9th Month. 10th Month.									
	Commutation Tickets. 60 RIDES, LIMITED TO ONE MONTH. Rate.		1st Month.	2d Month.	3d Month.	4th Month.	5th Month.	6th Month.	7th Month.	8th Month.	9th Month.	10th Month.
Morris Heights.....	\$5.50	\$5.10	\$5.65	\$5.30	\$4.95	\$4.55	\$4.15	\$3.80	\$3.45	\$3.00	\$3.00	\$3.00
Fortham Heights.....	6.00	5.35	5.95	5.60	5.25	4.85	4.45	4.10	3.75	3.30	3.30	3.30
King's Bridge.....	6.50	5.85	6.45	6.10	5.75	5.35	4.95	4.60	4.25	3.90	3.90	3.90
Van Cortlandt.....	7.40	6.75	7.35	7.00	6.65	6.25	5.85	5.50	5.15	4.80	4.80	4.80
Moholu.....	8.05	7.40	8.00	7.65	7.30	6.90	6.50	6.15	5.80	5.45	5.45	5.45
Carly.....	8.40	7.75	8.35	8.00	7.65	7.25	6.85	6.50	6.15	5.80	5.80	5.80
Lowrie.....	8.75	8.10	8.70	8.35	8.00	7.60	7.20	6.85	6.50	6.15	6.15	6.15
Park Hill.....	9.10	8.45	9.05	8.70	8.35	7.95	7.55	7.20	6.85	6.50	6.50	6.50
Yonkers (Getty Square).....	9.50	8.85	9.45	9.10	8.75	8.35	7.95	7.60	7.25	6.90	6.90	6.90
Lincoln.....	10.00	9.35	9.95	9.60	9.25	8.85	8.45	8.10	7.75	7.40	7.40	7.40
Dunwoodie.....	10.00	9.35	9.95	9.60	9.25	8.85	8.45	8.10	7.75	7.40	7.40	7.40
Bryn Mawr Park.....	10.70	10.05	10.65	10.30	9.95	9.55	9.15	8.80	8.45	8.10	8.10	8.10
Neperthan.....	10.90	10.25	10.85	10.50	10.15	9.75	9.35	9.00	8.65	8.30	8.30	8.30
St. Andrew's (Gray Oaks).....	11.60	10.95	11.55	11.20	10.85	10.45	10.05	9.70	9.35	9.00	9.00	9.00
Nepera Park.....	11.60	10.95	11.55	11.20	10.85	10.45	10.05	9.70	9.35	9.00	9.00	9.00
Mt. Hope.....	12.30	11.65	12.25	11.90	11.55	11.15	10.75	10.40	10.05	9.70	9.70	9.70
Chauncey.....	13.10	12.45	13.05	12.70	12.35	11.95	11.55	11.20	10.85	10.50	10.50	10.50
Ardley.....	13.10	12.45	13.05	12.70	12.35	11.95	11.55	11.20	10.85	10.50	10.50	10.50
Woodlands.....	14.40	13.75	14.35	14.00	13.65	13.25	12.85	12.50	12.15	11.80	11.80	11.80
Worthington.....	14.40	13.75	14.35	14.00	13.65	13.25	12.85	12.50	12.15	11.80	11.80	11.80
Elmsford.....	14.40	13.75	14.35	14.00	13.65	13.25	12.85	12.50	12.15	11.80	11.80	11.80
East View.....	15.20	14.55	15.15	14.80	14.45	14.05	13.65	13.30	12.95	12.60	12.60	12.60
Tarrytown.....	15.25	14.60	15.20	14.85	14.50	14.10	13.70	13.35	13.00	12.65	12.65	12.65
Pocantico Hills.....	15.25	14.60	15.20	14.85	14.50	14.10	13.70	13.35	13.00	12.65	12.65	12.65
Tower Hill.....	15.25	14.60	15.20	14.85	14.50	14.10	13.70	13.35	13.00	12.65	12.65	12.65
Whitson's.....	18.60	17.95	18.55	18.20	17.85	17.45	17.05	16.70	16.35	16.00	16.00	16.00
Merritt's Corners.....	20.05	19.40	20.00	19.65	19.30	18.90	18.50	18.15	17.80	17.45	17.45	17.45
Kitchawan.....	22.65	21.95	22.55	22.20	21.85	21.45	21.05	20.70	20.35	20.00	20.00	20.00
Croton Lake.....	24.00	23.30	23.85	23.50	23.15	22.75	22.35	22.00	21.65	21.30	21.30	21.30
Yonkown.....	26.75	26.05	26.65	26.30	25.95	25.55	25.15	24.80	24.45	24.10	24.10	24.10
Amawalk.....	28.25	27.55	28.15	27.80	27.45	27.05	26.65	26.30	25.95	25.60	25.60	25.60
West Somers.....	30.20	29.50	30.10	29.75	29.40	29.00	28.60	28.25	27.90	27.55	27.55	27.55
Baldwin Place.....	30.30	29.60	30.20	29.85	29.50	29.10	28.70	28.35	28.00	27.65	27.65	27.65
Mahopac Falls.....	30.55	29.85	30.45	30.10	29.75	29.35	28.95	28.60	28.25	27.90	27.90	27.90
Mahopac Mines.....	30.55	29.85	30.45	30.10	29.75	29.35	28.95	28.60	28.25	27.90	27.90	27.90
Lake Mahopac.....	30.55	29.85	30.45	30.10	29.75	29.35	28.95	28.60	28.25	27.90	27.90	27.90
Crafts.....	31.80	31.10	31.70	31.35	31.00	30.60	30.20	29.85	29.50	29.15	29.15	29.15
Carmel.....	31.80	31.10	31.70	31.35	31.00	30.60	30.20	29.85	29.50	29.15	29.15	29.15
Tilly Foster Mines.....	31.80	31.10	31.70	31.35	31.00	30.60	30.20	29.85	29.50	29.15	29.15	29.15
Putnam Jct. (Brewster's).....	32.45	31.75	32.35	32.00	31.65	31.25	30.85	30.50	30.15	29.80	29.80	29.80

List of Hotels, Boarding Houses and Farm Houses

TAKING SUMMER BOARDERS.

FOR DESCRIPTION OF SURROUNDINGS, DISTANCES, RATES OF REGULAR AND EXCURSION TICKETS, TRAIN SERVICE, ETC., REFER TO INDEX.

EXPLANATION OF REFERENCE MARKS.

RAILROAD	JUNCTION POINT WITH	RAILROAD	JUNCTION POINT WITH
A—Northburgh, Dutchess & Coxs. R.R.	NEW YORK CENTRAL & HUDSON RIVER R.R.	P—New York Central—Ashburn Road	NEW YORK CENTRAL & HUDSON RIVER R.R.
B—Doughkeepsie & Eastern R.R.	Dutchess Junction	Q—Phila., Read, & New Eng. R.R.	Western Division
C—Boston & Albany R.R.	Poughkeepsie	R—Boston & Albany R.R.	Chatham, Harlem Division
D—Kinderhook & Hudson R.R.	Hudson	S—Staten Island & New York R.R.	Chatham, Harlem Division
E—Fonda, Johnstown & Gouvernville R.R.	Fonda	T—Catskill & Delaware R.R.	Chatham, Harlem Division
F—New York Central—Adirondack Division	Herkimer or Utica	U—Staten Island & New York R.R.	Chatham, Harlem Division
G—Rome, Watertown & Ogdensburg R.R.	Utica	V—Staten Island & New York R.R.	Chatham, Harlem Division
H—Delaware, Lackawanna & Western R.R.	Utica	W—Catskill Mt. & Otis Elevating R.R.	Chatham, Harlem Division
I—Delaware & Hudson R.R.	Albany and Troy	X—Catskill Mt. R.R. & Catskill Station	Chatham, Harlem Division
J—Central Vermont R.R.	Troy	Y—Catskill Mt. R.R. & Catskill Station	Chatham, Harlem Division
K—Chateaugay R.R.	Via D. & H. R.R., Troy	Z—New York Central—New York & Putnam Division	Catskill Landing
L—New York Central—Harlem Division	Hudson	A—Lehigh Valley Railroad	Catskill Landing
M—New York Central—Mohawk	Mohawk		Catskill Landing
N—			Catskill Landing
O—			Catskill Landing

RAILWAY STATION	POST-OFFICE	NAME OF HOUSE	Miles From Sta'n	NAME OF PROPRIETOR	AC-Com.	TERMS PER WEEK
s Adams, Mass.	Adams, Mass.	Fisk Farm	1/2	Mrs. J. H. Fisk	6	\$7.00
"	"	Elm Tree Farm	1 1/2	Mrs. W. T. Simmons	15	5.00 to 8.00
"	"	Private Residence	1 1/2	Mrs. Gilbert Potter	6	6.00
"	"	Farm House	4	Dennis Haskins	10	7.00
"	"	Grand View House	2 1/2	Clarence J. Fales	30	5.00 and upwards
i Addison Junc. (Lk. Champlain)	Ticonderoga, N. Y.	Burling House	2 1/2	M. D. Harrington	19	5.00 to 7.00
"	Addison Junction, N. Y.	Ft. Ticonderoga Hotel	2 1/2	W. F. Wood	125	9.00 to 14.00
"	Larabee's Point, Vt.	Lake House	3 1/2	W. C. Callan	75	7.00 to 10.00
k Alburgh Springs, Vt.	East Alburgh, Vt.	Atlantic House	3 1/2	Mrs. A. C. Farr	25	8.00 to 12.00
"	"	American House	4	Geo. Bremner	25	4.00
u Allaben, N. Y.	Allaben, N. Y.	Mineral Rock House	1 1/2	S. Hilliker	25	4.00
"	"	Boarding House	1	E. Ruseley	25	Apply
"	"	Pine Grove	1 1/2	H. J. Newell	25	Apply
"	"	Boarding House	1 1/2	Nicholas Brown	30	Apply
"	"	"	1 1/2	G. B. Ruseley	20	Apply
"	"	"	1 1/2	R. J. Fox	10	Apply

U	Allaben, N. Y.	Allaben, N. Y.	Boarding House.	1/2 F. Myers.	10	Apply
"	"	"	"	1/2 J. R. Evans.	10	Apply
"	"	"	"	1 J. Whitney.	20	Apply
z	Anawalk, N. Y.	Anawalk, N. Y.	Hillside Farm.	1 John Lawler.	15	Apply
"	"	"	Farm House.	1/2 W. S. Post.	10	Apply
"	"	"	"	1/2 Mrs. A. C. Nelson.	12	\$6.00
"	"	"	"	1/2 Annie M. Travis.	5	5.00
"	"	"	"	1/2 W. West.	10	5.00 to 8.00
"	"	"	"	1/2 Wm. Carpenter.	15	5.00 to 8.00
"	"	"	"	1/2 V. Irish.	15	5.00 to 8.00
"	"	"	"	2 Wm. Kockett.	15	5.00 to 8.00
"	"	"	"	1/2 A. N. Dean.	5	5.00 to 8.00
"	"	"	"	3/4 Geo. C. Smith.	10	5.00
"	"	"	Pratt House.	3/4 Peter R. Pitt.	30	7.00 to 10.00
"	"	"	Farm House.	3/4 Mrs. E. Northrup.	10	8.00 to 10.00
"	"	"	"	1/2 Mrs. H. Mygatt.	12	Apply
"	"	"	"	1/2 N. A. Barlett.	30	Apply
"	"	"	Amenia House.	1/2 Mrs. Geo. Woodard.	10	3.50 to 5.00
"	"	"	Hotel.	1/2 D. Kissback.	6	7.00
"	"	"	Farm House.	2 H. W. Downing.	20	6.00
"	"	"	"	1/2 A. Kinder.	10	Apply
"	"	"	Farm House.	2/3 Mrs. W. H. Peck.	18	5.00 to 7.00
"	"	"	"	1/2 Ward Veshburgh.	2	5.00 to 6.00
"	"	"	"	1/2 Erbert Miller.	10	6.00 to 9.00
"	"	"	"	1/2 V. Goodheim.	15	20.00
"	"	"	Hotel Bellevue.	1 C. Parks.	6	20.00
"	"	"	Private House.	1 H. Reinhardt.	50	20.00
"	"	"	Woodland Hotel.	1/2 E. Kelly.	200	Apply
"	"	"	Locust Grove House.	1/2 P. F. Hoffman.	150	7.00 to 10.00
"	"	"	Hoffman House.	1/2 B. T. Palmer.	35	6.00 to 8.00
"	"	"	Hunn Lake Farm House.	1/2 Mrs. M. Husted.	15	7.00
"	"	"	Maple Shade House.	1/2 J. S. Ham.	15	7.00
"	"	"	Farm House.	at sta.	100	14.00
"	"	"	The Avery.	R. J. Myers.	150	17.50 to 21.00
"	"	"	The Osborne.	Geo. M. Taylor.	125	7.00 to 12.00
"	"	"	The National.	W. H. Dayton.	20	8.00
"	"	"	Storrs House.	Ira H. Storrs.	20	8.00
"	"	"	Riverside Cottage.	Mrs. E. J. Olney.	12	7.00 to 8.00
"	"	"	Bliss House.	F. L. Bliss.	25	8.00 to 15.00
"	"	"	Pierce House.	5 W. W. Pierce.	15	8.00 to 10.00
"	"	"	Day House.	6 Miss N. M. Day.	75	8.00 to 12.00
"	"	"	Hillside House.	John McCanathan.	20	5.00 to 7.00
"	"	"	Bay View House.	L. Bruce.	60	10.00
"	"	"	Diamond Point House.	J. Coolidge.	45	8.00 to 10.00
"	"	"	Burton House.	A. W. Burton.	35	7.00 to 15.00
"	"	"	Trout Pavilion.	A. Wheeler.	75	7.00 to 15.00
"	"	"	Phoenix.	G. Marshall.	75	7.00 to 15.00

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
i Baldwin, N. Y.	Roger's Rock, N. Y.	Roger's Rock Hotel.....	1	T. J. Treadway.....	200	\$14.00 to \$1.00
A Bangall, N. Y.	Bangall, N. Y.	Boarding House.....	2	Mrs. T. W. Leroy.....	95	Apply
"	Hull's Mills, N. Y.	"	2	John Smith.....	90	Apply
"	"	"	2	L. Tallmadge.....	15	Apply
"	Bangall, N. Y.	"	3	Geo. Hyce.....	95	Apply
i Ballston, N. Y.	Ballston Spa, N. Y.	Prospect Farm.....	3	Mrs. J. Davis.....	90	5.00 to 10.00
"	"	Boarding House.....	3	Mrs. M. Baker.....	10	5.00 to 6.00
"	"	"	3	Mrs. J. H. Cole.....	10	5.00 to 10.00
"	"	"	3	Mrs. J. H. Cole.....	15	Apply
"	"	Medbery Hotel.....	3	S. H. Stoddard.....	100	10.00 to 12.00
"	"	Wayner House.....	3	A. D. Humphrey.....	75	10.00 to 12.00
x Barre, Vt.	Barre, Vt.	Avenue House.....	3	I. O. Burgess & Son.....	90	7.00
"	"	Central Hotel.....	3	A. D. Burgess & Son.....	90	7.00
"	"	Annandale Hotel.....	3	T. F. Cookingham.....	38	7.00
n Barrytown, N. Y.	Annandale, N. Y.	Farm House.....	4	W. H. Cookingham.....	42	6.00 to 7.00
"	Heath, N. Y.	The Ledges.....	4	Willis Burhans.....	25	6.00 to 10.00
"	Barrytown, N. Y.	Riverside Hotel.....	4	W. R. Lowin.....	25	6.00 to 10.00
"	Heath, N. Y.	Boarding House.....	4	C. E. Longendyke.....	25	6.00
"	Upper Red Hook, N. Y.	"	4	Charles Miller.....	25	6.00
"	Red Hook, N. Y.	"	5	A. J. Gedney.....	12	6.00 to 8.00
"	Rock City, N. Y.	Evergreen Farm.....	5	H. J. Curtis.....	12	5.00 to 7.00
"	Red Hook, N. Y.	Farm House.....	5	Edward Sitzer.....	12	5.00 to 6.00
"	Bedford, N. Y.	Private Residence.....	5	James Leary.....	12	5.00 to 6.00
"	"	Blossom Heath Cottage.....	5	Mrs. C. E. Drummond.....	10	Apply
"	Bedford, N. Y.	Farm House.....	5	Mrs. R. Moseman.....	15	5.00 to 8.00
"	"	"	5	Chas. Adams.....	30	Apply
"	"	"	5	Mrs. E. S. Howe.....	30	6.00 to 7.00
"	"	Moneta House.....	5	C. P. Bacon.....	30	7.00
"	Bedford Station, N. Y.	Terrace Hill House.....	5	Mrs. C. L. Birdsall.....	30	Apply
"	Saxton's River, Vt.	Saxton's River House.....	5	M. W. Wilder.....	15	Apply
"	Bellevue Falls, Vt.	Town's Hotel.....	5	D. E. Ladd.....	100	10.00 to 15.00
"	"	Commercial House.....	5	O. F. Knowlton.....	30	10.00 to 15.00
"	Grafton, Vt.	The Rockingham.....	5	O. F. Phelps.....	40	5.00 to 8.00
"	Bellevue Falls, Vt.	Putnam House.....	5	L. Collins.....	100	Apply
"	Bennington, Vt.	Walloomasac House.....	5	W. H. Berry.....	100	Apply
"	Bennington Centre, Vt.	American.....	5	M. C. Henley & Son.....	75	Apply
"	Bennington, Vt.	Columbian.....	5	Jas. Morrissey.....	50	Apply
"	"	Cottage Hotel.....	5	Thos. Butler.....	30	Apply
"	"	Farm House.....	5	J. C. Pratt.....	30	Apply
s Berkshire, Mass.	Lanesboro, Mass.	Hotel.....	3	N. S. Burnett.....	20	Apply

s	Berkshire, Mass.	Lanesboro, Mass.	Brookside Farm	3	J. A. Royce.	20	Apply
"	"	"	Hillside Farm.	2	W. S. Royce.	12	Apply
"	"	"	Hillcrest.	2	P. E. Newcomb.	12	Apply
"	"	"	Old Homestead Farm.	1	Miss Carrie R. Dow.	30	Apply
τ	Berlin, N. Y.	"	Farm House.	3	Geo. A. Talcott.	15	Apply
κ	Bethel, Vt.	Berlin, N. Y.	Hotel.	3 1/2	E. L. Rice.	8	Apply
"	"	Barnard, Vt.	Bacon House.	1-16	Sollin Gilson.	40	\$8.00 to 12.00
"	"	Bethel, Vt.	Silver Lake House.	9	S. French.	60	6.00
"	"	Barnard, Vt.	Silken House.	1-16	Chase & Allard.	35	6.00
u	Big Indian, N. Y.	"	Slide Mountain House.	3 1/2	J. W. Dutcher.	30	Apply
"	"	"	Joelyn House.	2 1/2	Geo. E. Joslyn.	60	8.00
τ	Big Moose, N. Y.	"	Camp Craig.	2	J. H. Covey.	35	14.00
"	"	"	Bigby & Camp.	4	J. H. Higby.	30	10.90 to 14.00
"	"	"	Bar's Camp.	4	W. M. Dart.	40	10.90
i	Bluff Point (I. K. Champlain)	"	Big Moose Lodge.	20	D. Hennessy.	20	7.00
u	Botceville, N. Y.	"	Hotel Champlain.	10	O. D. Seavey.	550	Apply
"	"	Botceville, N. Y.	Farm House.	1/2	H. W. Hull.	20	6.00 to 7.00
"	"	"	Sunset View Farm.	1 1/2	R. D. Hull.	12	6.00
"	"	"	Maple Grove House.	1 1/2	J. D. Patchin.	20	Apply
"	"	"	Maple Grove House.	1 1/2	J. L. Snyder.	25	Apply
κ	Bolton, Vt.	"	Maple Grove House.	at sta	A. L. Snyder.	20	Apply
"	"	Bolton, Vt.	Bishop House.	1/2	H. H. Bishop.	25	5.00
"	"	"	Boarding House.	1/2	Geo. W. Stevens.	10	5.00
"	"	"	"	1/2	A. C. Huntly.	10	5.00
"	"	"	"	at sta	A. C. Stevens.	10	5.00
m	Boston Corners, N. Y.	"	Hotel.	1 1/2	Mrs. A. M. Rucord.	15	5.00
"	"	"	Farm House.	1 1/2	Elmer Veeburgh.	15	6.00
τ	Brainard, N. Y.	"	Brainard House.	1	F. H. Couch.	6	Apply
"	"	East Nassau, N. Y.	Hotel.	1	W. O. Taylor.	6	Apply
"	"	"	Lake House.	2	J. D. Williams.	12	Apply
κ	Brandon, Vt.	"	Private House.	2	F. Beers.	900	12.00 to 22.00
"	"	Sudbury, Vt.	Farm Manor.	8	A. W. Hyde.	14	6.00
"	"	Hubbardton, Vt.	Lake Dunmore House.	8	Allen L. Mott.	150	10.00 to 20.00
"	"	Salisbury, Vt.	Brandon House.	8	F. Kopper.	100	10.00 to 20.00
"	"	Brandon, Vt.	Mountain Spring House.	8	G. A. Towne.	300	10.00 to 20.00
"	"	Salisbury, Vt.	Silver Lake.	7	J. K. Parsons.	100	10.00 to 12.00
"	"	Brandon, Vt.	Turk Hill House.	7 1/2	F. Chandler.	20	7.00 to 8.00
m	Brewster, N. Y.	"	Brewster House.	at sta	Mrs. Clark S. Penny.	60	Apply
"	"	"	Farm House.	1 1/2	Chas. N. Stowe.	10	6.00
"	"	Poughquag, N. Y.	The Maples.	3	Mrs. E. A. Kennedy.	6	Apply
"	"	"	Lake View Farm House.	3	Mrs. H. G. Ryder.	20	5.00 to 7.00
"	"	Brewster, N. Y.	Bailey Manor.	3	Mrs. F. C. Bailey.	10	7.00 to 10.00
"	"	"	Southeast House.	at sta	Geo. Reynolds.	42	Apply
"	"	"	Farm House.	1/2	Mrs. Howes.	6	Apply
"	"	"	Briggs House.	5	Newman Briggs.	5	Apply
"	"	North Salem, N. Y.	"				

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	AC- COM.	TERMS PER WEEK.
h Brinckerhoff, N. Y.	Johansville, N. Y.	Farm House.....	2 1/2	Mrs. C. W. Emans.....	30	\$5.00
u Broadhead's Bridge, N. Y.	Broadhead's, N. Y.	Mountain View House.....	1 1/2	D. W. Hoyer.....	30	6.00 to 7.00
"	"	Farm House.....	1	C. Case.....	20	6.00 to 7.00
"	Broadhead's, N. Y.	"		John Kinney.....	20	6.00
"	"	"		J. L. Broadhead.....	10	5.00 to 6.00
"	Olive Bridge, N. Y.	Trout Brook.....	2 1/2	H. Delamarter.....	10	5.00 to 6.00
"	"	Pleasant View Farm House.....	3	D. & F. Bishop.....	15	5.00 to 6.00
"	"	"	3	Walter North.....	10	5.00 to 6.00
"	"	"	2 1/2	Asa Burton.....	8	5.00 to 6.00
u Brown's Station, N. Y.	"	"	1 1/2	L. Hollister.....	25	5.00 to 6.00
"	Brown's Station, N. Y.	"	1	Philip H. Lasher.....	20	8.00
"	"	Boarding House.....	1 1/2	Albert Brown.....	35	Apply
"	"	Mountain View House.....	1 1/2	Thomas Carson.....	10	Apply
"	"	Grand View.....	1 1/2	William Winn.....	30	Apply
"	"	Farm House.....	1 1/2	Mrs. H. Schryver.....	20	Apply
A A Burdette, N. Y.	Burdette, N. Y.	Boarding House.....	1 1/2	M. L. Fuller.....	20	5.00
"	"	"		W. H. Huson.....	20	5.00
"	"	"		Mrs. W. Reynolds.....	10	5.00
κ Burlington, Vt.	Burlington, Vt.	Van Ness House.....	1 1/2	H. N. Clark.....	100	10.00 to 21.00
x Cairo, N. Y.	Cairo, N. Y.	Hotel Burlington.....	1 1/2	G. M. Delaney.....	60	9.00 to 21.00
"	"	The Columbian.....	2	Lyon & Lennon.....	150	8.00 to 12.00
"	"	Winter Grove House.....	5	H. B. Whitcomb.....	125	8.00 to 12.00
"	"	The St. Elmo.....	1 1/2	F. S. Decker.....	100	7.00 to 10.00
"	"	Hine House.....	1 1/2	S. H. Hine.....	100	7.00 to 10.00
"	"	Walter's Hotel.....	1 1/2	Walters Bros.....	100	Apply
"	"	Jennings Hotel.....	1 1/2	D. W. Jennings.....	100	7.00 to 12.00
"	"	Evergreen Grove House.....	1 1/2	Geo. Dederick.....	125	7.00 to 8.00
"	"	Maple Lawn House.....	1 1/2	A. J. Locke.....	100	6.00 to 8.00
"	"	Beckwith House.....	1 1/2	Z. Beckwith.....	70	8.00 to 10.00
"	"	Dellwood House.....	2	Adelbert Lennon.....	75	7.00 to 10.00
"	"	Glen Falls House.....	4	R. B. Johnson.....	75	7.00 to 10.00
"	"	Lake House.....	4	W. W. Brown.....	250	15.00 to 21.00
1 Caldwell, N. Y. (L. George).	Lake George, N. Y.	Pl. William Henry Hotel.....		William Noble.....	70	Apply
"	"	Woodbine Cottage.....		Mrs. O. T. Nichols.....	20	8.00 to 10.00
"	"	Cedar Hedge.....		Mrs. M. Caldwell.....	25	10.00 to 12.00
"	"	Central House.....		E. J. Worden.....	100	8.00 to 12.00
"	"	Carpenter's Hotel.....		J. H. Carpenter.....	75	12.00 to 17.00
"	"	Crosbyside Hotel.....		B. L. Seelye.....	200	8.00 to 12.00
"	"	Fernwood Cottage.....		Jas. T. Crandall.....	50	8.00 to 12.00
"	"	Arlington.....		Worden & Denton.....	50	8.00 to 12.00
"	Clevedale, N. Y.	Horicon Lodge.....	5 1/2	Geo. D. Ferris.....	80	7.00 to 12.00
"	Hague, N. Y.	Island Harbor House.....		A. C. Clift n.....	50	8.00 to 10.00

1	Caldwell, N. Y.	Hague, N. Y.	Trout House.	6	Chas. H. Wheeler.	50	\$7.00 to 10.00
"	"	Kattskill Bay, N. Y.	Sheldon House.	10	Garrison Sheldon.	100	10.00 to 15.00
"	"	"	Grove Hotel.	6	E. Wetmore.	75	8.00 to 10.00
"	"	"	Trout Pavilion.	6	J. M. Cronkite.	80	8.00 to 12.00
"	"	"	East Lake George House.	6	Franklin Gates.	50	7.00 to 9.00
"	"	"	Kattskill House.	6	P. A. Scoville.	125	10.00 to 12.00
"	"	"	Brookdale Farm.	14	J. J. Wilson.	16	8.00
"	"	"	Hundred Island House.		H. E. Nichols.	100	Apply
"	"	"	Pearl Point House.		H. W. Buckell.	150	Apply
"	"	"	Hulet's Landing Hotel.		H. Allen.	125	10.00 to 15.00
"	"	"	14-Mile Island House.		B. C. Harvey.	80	Apply
"	"	"	Sherman House.		M. O. Brown.	100	12.00 to 19.00
"	"	"	Mohican House.		R. J. Brown.	90	Apply
"	"	"	Locust Grove Cottage.	10	L. D. Waters.	400	15.00 to 25.00
"	"	"	The Sagamore Hotel.	10	Geo. R. Fish.	125	12.00 to 15.00
"	"	"	Lake View House.	10	J. Coolidge.	75	10.00 to 20.00
"	"	"	Bolton House.	10	Jerome Burton.	60	9.00 to 15.00
"	"	"	Locust Grove House.	4	H. L. Sherman.		10.00
"	"	"	Diamond Point House.	10	Treadway Bros.	400	Apply
"	"	"	The Antlers.	30	E. C. Wells.		Apply
"	"	"	Marion House.	1/2	E. W. Warner.	200	6.00
"	"	"	Roger's Rock Hotel.	1/2	E. Finch.	16	6.00 to 7.00
"	"	"	American House.	1	Henry L. Warner.	20	6.00 to 8.00
"	"	"	Finch House.	1/2	E. B. Hubbard.	75	6.00 to 10.00
"	"	"	Warner House.	1/2	Mrs. N. S. Hopkins.	30	6.00 to 10.00
"	"	"	Hubbard House.	2	W. H. Palmer.	20	6.00 to 10.00
"	"	"	Hamilton House.	1/2	Lizzie Plutz.	70	6.00 to 8.00
"	"	"	Palmer House.	1/2	Hiram S. Johnson.	20	6.00 to 10.00
"	"	"	Hopkins House.	1/2	Mrs. Horace Bristol.	75	6.00 to 10.00
"	"	"	Leavenworth House.	2	Mrs. W. A. Sanford.	10	7.00
"	"	"	The Rubicon.	4	Andrew Fortz.	10	Apply
"	"	"	Boarding House.	11	M. F. Hawley.	50	6.00
"	"	"	Hopkins House.	at sta.	Chas. Modrell.	150	14.00 to 17.50
"	"	"	Willow Grove House.	10	Chas. Modrell.	150	8.00 to 12.00
"	"	"	The Canandaigua.	14	Carter Bros.	50	8.00 to 10.00
"	"	"	Seneca Point Hotel.	at sta.	Mrs. Masseth.	100	8.00 to 10.00
"	"	"	Cook House.	1/2	Mr. Wallace.	100	8.00 to 10.00
"	"	"	Masseth House.	1/2	Miss Palmer.	10	7.00 to 10.00
"	"	"	Webster House.	1/2	Miss Sheffield.	10	5.00 to 6.00
"	"	"	Boarding House.	1/2	D. E. C. Wood.	30	7.00 to 10.00
"	"	"	Glenside Hotel.	1/2	L. E. C. Wood.	35	6.00 to 10.00
"	"	"	Snailly House.	1/2	Mrs. N. P. Barnes.	40	6.00 to 10.00
"	"	"	Boarding House.				

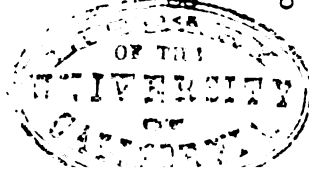
For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles from Sta. n.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
z Carmel, N. Y.	Kent Cliff, N. Y.	Boarding House.	5	Jno. A. Bennett.	25	\$5.00 to 7.00
"	Ludingtonville, N. Y.	Farm House.	5	Edward Foshay.	10	5.00
1 Castleton, Vt.	Castleton, Vt.	"	6	Geo. Baker.	15	5.00
"	"	Lake House.	3/4	R. H. Walker.	85	7.00 to 10.00
"	"	Bomosen Hotel.	3/4	H. H. Freed.		10.00
"	"	Farm House.		Oscar I. Pond.		6.00
"	"	Bixby's Hotel.		M. T. Bixby.		6.00 to 10.00
n Castleton, N. Y.	Castleton, N. Y.	Prospect House.	4	Mound Bros.	150	7.00 to 10.50
"	"	Hillhurst.	1/4	H. B. Anoble.	75	8.00 to 15.00
"	"	Signer Hotel.	1/4	W. Stickle.	50	6.00
"	"	Russlaerwyck Hotel.	1	E. K. Bradbury.	40	6.00
w Catskill Mountain Sta., N. Y.	Kaaterskill, N. Y.	Hotel Kaaterskill.	1 1/2	Hotel Kaaterskill Co.	1200	Apply
n Catskill Station, N. Y.	Catskill, N. Y.	Catskill Mountain House.	1 1/2	Catskill Mountain House Co.	101	Apply
"	"	Pleasant View.	1 1/2	A. D. Wilbur.	10	6.00 to 8.00
"	"	Farm House.	2 1/2	Augustus Craspe.	15	6.00
"	"	Prospect Park Hotel.		Grant & Cornell.	350	Apply
"	"	Grant House.		Frederick Becker.	300	Apply
"	"	Summit Hill House.		E. Wilson.	300	Apply
"	"	Irving House.		D. P. Van Orden.	100	10.00 to 20.00
"	"	The Windsor.		V. Bramson.	75	8.00 to 15.00
"	"	Glenwood Hotel.		Mrs. J. A. Dailey.	150	8.00
p Cayuga, N. Y.	Cayuga, N. Y.	Titus House.	1-16	Dudley S. Phinney.	200	10.00 to 18.00
"	Sheldrake, N. Y.	Cayuga Lake House.	15	Moses Wanzer.	12	8.00
m Chappaqua, N. Y.	Chappaqua, N. Y.	Farm House.	1	Jesse H. Sutton.	16	6.00 to 8.00
"	"	Private Dwelling.	1	Mrs. Samuel Sarges.	16	6.00 to 8.00
"	"	Farm House.	1	Mrs. Sophia Gill.	12	6.00
"	"	Boarding House.	1-16	E. B. Quinby.		Apply
"	"	"	1-16	Chauncey G. Bailey.	25	6.00 to 8.00
"	"	Farm House.	1-16	Mrs. John Bailey.	12	6.00 to 8.00
"	"	Lake House.	1-16	Wm. Spear.	8	6.00 to 7.00
κ Charlotte, Vt.	Charlotte, Vt.	Charm House.	1 1/2	Mrs. L. O. Washburn.	25	10.00
κ Chateaugay, N. Y.	Chateaugay, N. Y.	Riverside Cottage.	6 1/2	Chateaugay Chasm Co.	100	10.00 to 14.00
m Chatham, N. Y.	Chatham, N. Y.	Hoffman House.	4	J. O. Connell.	10	6.00 to 10.00
"	Spencertown, N. Y.	Maple Hill Farm.	4	I. W. Lister.	50	Apply
"	"	Farm House.	6	Benjamin Steer.	25	6.00 and 7.00
"	Chatham, N. Y.	Country Residence.	1 1/2	Mrs. Sarah E. Haskins.	15	5.00
"	"	Farm House.	3 1/2	Mrs. Svester Garner.	10	6.00 to 8.00
"	East Chatham, N. Y.	Brookside Farm.	12	W. A. Rowe.	35	Apply
"	Chatham, N. Y.	Stanix Hall.	12	M. A. Hering.	50	Apply
"	"	New York Electrophonic Institut'n	1/2	Dr. E. W. Howes.	25	5.00 to 10.00

m Chatham, N. Y.	Spencertown, N. Y.	Fire Hill View House.	5	Charles H. Chase.	20	\$5.00
"	Chatham, N. Y.	Fairview Farm.	1	M. T. Palmer.	12	6.00
"	"	Chatham House.	at sta.	Charles Rosboro.	40	Apply
"	"	The Hygeia.	at sta.	C. H. Mason, M. D.	10	Apply
z Chauncey, N. Y.	Chauncey, N. Y.	Hotel.	2	H. Eibel.	10	6.00 to 7.00
l Chazy Lake, N. Y.	Dannemora, N. Y.	Chazy Lake House.	2	J. T. Rogers.	30	Apply
l Cherry Valley, N. Y.	Cherry Valley, N. Y.	Winnie House.	2	Frank Winne.	25	8.00 to 14.00
s Cheshire, Mass.	Cheshire, Mass.	The Cedars.	1/2	F. C. Brown.	35	8.00 to 12.00
κ Chester, Vt.	Chester, Vt.	The Fullerton.	1/2	F. A. Rowell.	35	7.00 to 14.00
p Childwold, N. Y.	Childwold, N. Y.	Hotel Childwold.	5	W. F. Ingold.	300	15.00 to 38.00
"	Gale, N. Y.	Pond View House.	6	E. P. Gale.	60	7.00 to 14.00
"	Sevey, N. Y.	Windfall House.	15	J. J. Sevey.	15	7.00 to 10.00
"	Hollywood, N. Y.	Hollywood House.	20	Reynolds & Rodwell.	25	8.00 to 10.00
v Chichester's, N. Y.	Sevey, N. Y.	Shurtleff House.	18	P. Shurtleff.	20	7.00 to 10.00
c Claverack, N. Y.	Chichester's, N. Y.	Boarding House.	1/2	P. Chichester.	12	Apply
"	Claverack, N. Y.	Private Residence.	1/2	Robert B. Myer.	20	Apply
"	"	Nelson Place Farm.	1/2	L. Van de Boe.	15	Apply
p Clifton Springs, N. Y.	Clifton Springs, N. Y.	Clifton Springs House.	1/2	C. S. Crego.	24	Apply
"	"	Clifton Springs Sanitarium.	1/2	E. R. Philipps.	30	5.00 to 10.00
"	"	Boarding House.	1/2	Henry Foster, M. D.	400	18.00 to 35.00
"	"	"	1/2	William Llewellyn.	25	7.00 to 10.00
"	"	"	1/2	Mrs. H. F. De Larme.	12	Apply
"	"	"	1/2	Miss Balcom.	20	5.00 to 12.00
"	"	"	1/2	Mrs. M. E. Vanderhol.	12	4.00 to 7.00
b Clinton Corners, N. Y.	Clinton Corners, N. Y.	Upton Lake House.	2	Chas. W. Hoag.	50	8.00 to 12.00
"	"	Farm House.	1/2	John P. Doty.	10	5.00
"	"	"	2	Mrs. E. Ireland.	12	5.00 to 6.00
"	"	Locust Hill Farm.	3	O. Davis.	12	5.00
"	"	"	2 1/2	Mrs. P. Post.	12	5.00
"	"	"	2 1/2	Wm. L. Nelson.	8	5.00
"	"	"	2 1/2	Mrs. A. Wood.	6	6.00
"	"	"	2 1/2	Mrs. Magtie O'Neil.	8	5.00
"	"	"	2 1/2	M. Hamilton.	10	5.00 to 6.00
"	"	Carroll House.	2 1/2	Mrs. James Hurmans.	13	4.00
"	"	Farm House.	1/2	Mrs. J. R. Carroll.	25	6.00 to 7.00
"	"	"	1	Wm. H. Doty.	15	6.00
"	"	"	2 1/2	Stephen A. Moore.	6	Apply
"	"	"	6	Simon Bryce.	8	Apply
"	"	Rockdale Farm.	2 1/2	Mrs. C. B. Warren.	25	7.00 to 8.00
"	"	Meadow Side Farm House.	2 1/2	Mrs. A. B. Merritt.	10	6.00 to 8.00
"	"	Brookside Farm.	2 1/2	D. H. Stewart.	45	7.00 to 10.00
"	"	Burnett House.	at sta.	D. H. Stewart.	15	7.00 to 8.00
"	"	Farm House.	3 1/2	Mrs. S. F. McKee.	15	5.00 to 6.00
"	"	"	1	Ballard & Millard.	12	8.00 to 14.00
Cooperstown, N. Y.	Nelsonville, N. Y.	Ballard House.	1/2	Mrs. B. B. Bassett.	75	Apply
"	Cooperstown, N. Y.	Private Residence.	1/2	L. Carr.	75	Apply
"	"	Carr House.	1/2	L. Carr.	75	Apply

For explanation of reference marks in left-hand margin see page 340



List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE	Miles From Sta'n.	NAME OF PROPRIETOR.	AC- COM.	TERMS PER WEEK.
1 Cooperstown, N. Y.	Cooperstown, N. Y.	Central House		Wm. Porter	100	\$8.00 to 14.00
"	"	Three Mile Point House	3	A. W. Thayer		Apply
"	"	Five Mile Point House	3	Frank C. Pierce		Apply
m Copake Iron Works, N. Y.	Mount Washington, Mass.	Summit Farm	1	O. C. Whitbeck	35	Apply
"	"	Farm House	1	Ira L. Patterson	25	Apply
"	"	"	3	H. F. Keith	15	7.00 to 12.00
"	Alandar, Mass.	Hotel Alandar	5	Herbert W. Weaver	15	Apply
"	"	Ashley Hill Cottage	5	Linus Melius	25	7.00 to 10.00
m Crayville, N. Y.	Copake Iron Works, N. Y.	Iron Works House	12	Lott Cook	14	Apply
"	Crayville, N. Y.	Copake Island House	12	John C. Loop	20	7.00 to 10.00
z Crafts, N. Y.	Crafts, N. Y.	Cottage	at Sta.	Allen Stoppelben	6	4.50
"	"	Farm House	1	H. E. Craft	12	5.00 to 7.00
"	"	"	1	J. O. Weber	6	5.00 to 7.00
"	"	"	1	J. W. Barrett	5	5.00 to 7.00
"	"	"	1	H. G. June	15	5.00 to 7.00
"	"	"	1	B. Russell	6	5.00 to 7.00
"	"	"	1	A. C. Wright	6	5.00 to 7.00
"	"	"	1	J. O. Weber		Apply
n Croton, N. Y.	Croton-on-Hudson, N. Y.	Moody House	1	Erza C. Ferris	40	6.00 to 10.00
"	"	Kitchawan Hotel	1	John McNally	100	7.00 to 15.00
"	"	Henry House	1	H. Weinhold	20	6.00 to 10.00
"	"	Union Hotel	1	Jas. Degnan	30	6.00 to 10.00
"	"	Hudson View	1	J. L. Williamson	20	6.00 to 10.00
"	"	Farm House	2 1/2	E. Tate	30	6.00 to 10.00
m Croton Falls, N. Y.	Croton Falls, N. Y.	"	1/2	A. L. Balkley	6	5.00
z Croton Lake, N. Y.	Croton Lake, N. Y.	Croton Lake House	1	Palmer Bros.	5	Apply
"	"	Boarding House	1 1/2	E. Q. Griffin	10	10.00
"	"	"	1 1/2	Mrs. J. S. Flewellin	15	7.00 to 8.00
"	"	"	1 1/2	H. B. Sables	20	7.00 to 8.00
"	"	Farm House	1 1/2	A. Marshall	4	10.00 to 12.00
"	"	"	1 1/2	C. D. Griffen	5	8.00 to 12.00
"	"	"	1 1/2	G. Hyde	5	8.00 to 12.00
"	"	"	1	J. Gannon	10	8.00 to 12.00
1 Crown Point (L. Champlain)	Crown Point, N. Y.	Lake House		M. Gilligan	10	8.00 to 12.00
"	"	Buck Minston	5	Samuel Buck	75	7.00 to 10.00
n Crugers, N. Y.	Crugers, N. Y.	Laurel Hill House	1 1/2	Miss J. B. Andrews	50	6.00 to 9.00
m Dover Plains, N. Y.	Chestnut Ridge, N. Y.	Farm House	3 1/2	Julia A. Butler	30	7.00 to 10.00
"	Dover Plains, N. Y.	"	1	M. A. Belding	14	6.00
"	Wassatic, N. Y.	"	2	Mrs. Wm. F. Rundall	25	7.00 to 10.00
"	Dover Plains, N. Y.	Riverside House	4	George Hulcutt	10	Apply
"	"	Pleasant View House	2 1/2	Jacob B. Senk	60	8.00 to 10.00
"	"	Cedar Villa Farm House	1 1/2	T. Swift Benson	5	6.00

m	Dover Plains, N. Y.	Dover Plains, N. Y.	Farm House.	1 1/2 John H. Edmunds	8	Apply
"	"	"	"	1 3/4 Mrs. J. Van Ness Benson.	6	Apply
"	"	"	"	2 Darius S. Benson.	10	\$6.00 to 7.00
z	Dunwoodie, N. Y.	Little Rest, N. Y.	Dover Plains Hotel.	at sta. E. Prince	16	Apply
z	Dunwoodie, N. Y.	Dunwoodie, N. Y.	Farm House.	4 1/2 Mrs. E. Davis	12	8.00
z	East Canaan, Conn.	East Canaan, Conn.	Private House.	1 1/2 Madam Perlaquet	46	10.00
"	"	"	"	1 1/2 Mrs. Alice Andrews	6	7.00
s	East Chatham, N. Y.	East Chatham, N. Y.	Boarding House.	Nathaniel Beebe	8	6.00
"	"	"	Boarding House.	1 3/4 Mrs. L. F. Bronson	6	7.00
"	"	"	Boarding House.	1 1/2 J. B. Caswell	15	7.00 to 8.75
"	"	"	Sheridan House.	1 Jones Wilcox	20	Apply
"	"	"	Boarding House.	at sta. Kendrick & Smith	2	Apply
"	"	"	"	N. W. Cody	6	Apply
"	"	"	"	B. A. Rowe	6	Apply
v	Edgewood, N. Y.	Edgewood, N. Y.	Farm House.	1 1/2 A. Wheeler	4	Apply
"	"	"	Edgewood House.	1 1/2 W. J. Gearing	30	7.00 to 10.00
z	Ellerslie, N. Y.	Ellerslie, N. Y.	Farm House.	1 1/2 A. J. Connelly	25	Apply
z	Elmsford, N. Y.	Elmsford, N. Y.	Private House.	1 1/2 N. A. Peet	20	5.00 to 6.00
"	"	"	Worthington Arms.	1 1/2 Z. P. Smith	25	Apply
"	"	"	Hotel.	near M. Cleverly	10.00	Apply
"	"	"	"	1 R. M. Knapp	15	5.00
κ	Enosburgh Falls, Vt.	Enosburgh Falls, Vt.	Quincy Hotel.	1-16 John Downey	10	12.00
"	"	"	Central House.	at sta. Ward Bros.	25	4.00 to 10.00
"	"	"	Boarding House.	at sta. H. H. Best	10	3.00 to 8.00
A	Ensenore, N. Y.	West Berkshire, Vt.	Phoenix House.	at sta. Geo. Lafey	10	2.50 to 6.00
1	Essex, N. Y. (L. Champlain)	Essex, N. Y.	Ensenore Glen House.	at sta. F. R. Perkins	15	3.00 to 8.00
"	"	"	Adirondack House.	6 Geo. C. Clark	50	8.00 to 14.00
"	"	"	"The Poplars"	2 D. W. North	20	8.00 to 12.00
"	"	"	Essex Inn	2 F. G. Lyon	40	6.00 to 10.00
κ	Essex Junction, Vt.	Essex Junction, Vt.	Private House.	2 H. H. Knowlton	2	Apply
N	Fishkill Village, N. Y.	Fishkill, N. Y.	Johnson Hotel.	2 J. W. Chamberlain	30	7.00 to 10.00
"	"	"	Boarding House.	Miss M. E. Cary	14	7.00 to 10.00
"	"	"	Union Hotel.	John H. Tlemeyer	25	6.00
"	"	"	Farm House.	1 1/4 Frank L. Haight	80	6.00 to 20.00
s	Flat Brook, N. Y.	Flat Brook, N. Y.	Van Wyck Lake House.	Chas. Bell	10	Apply
u	Fleischmann's, N. Y.	Fleischmann's, N. Y.	Farm House.	C. P. Woodworth	50	Apply
"	"	"	Maple Villa	1 1/2 James K. Curtis	25	Apply
"	"	"	Boarding House.	1 T. C. Banker	50	Apply
"	"	"	Breezy Hill House.	1 1/2 D. H. Boughton	60	Apply
"	"	"	Boarding House.	3 1/2 A. A. Van Valkenburg	40	Apply
"	"	"	Mountain Star.	3 J. M. Roseman	50	Apply
"	"	"	Boarding House.	4 A. Boughton	40	Apply
"	"	"	"	John Whitney	40	Apply
"	"	"	"	C. Carman	30	Apply

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	Post-Office.	NAME OF HOUSE.	Miles From Sta.	NAME OF PROPRIETOR.	AC- COM.	TERMS PER WEEK.
u Fleischmann's, N. Y.	Griffin's Corners, N. Y.	Hotel Switzerland.	1	J. Rapp & Co.	100	Apply
"	"	Boarding House.	1	J. Buhler.	35	Apply
"	"	"	2 ¹ / ₂	Alex. Morrison.	60	Apply
"	"	"	2 ¹ / ₂	D. Morrison.	25	Apply
"	"	"	2	Louis Metzger.	40	Apply
"	"	"	2	Dr. Heidenfeld.	30	Apply
"	"	"	3 ¹ / ₂	Mrs. C. R. Hatfield.	40	Apply
"	"	"	1	John Griffin.	25	Apply
"	"	"	3	Ralph Todd.	25	Apply
"	"	"	3 ¹ / ₂	John Laaser.	30	Apply
"	"	Farm House.	3	W. H. George.	10	\$5.00 to 10.00
o Frankfort, N. Y.	Frankfort, N. Y.	Balloon Farm.	1/2	Carl E. Meyers.	200	Apply
p Fulton Chain, N. Y.	Long Lake, N. Y.	New Sagamore.	40	E. Butler.	50	Apply
"	"	Grove House.	40	David Helms.	50	Apply
"	"	Long Lake Hotel.	40	Helms & Smith.	50	Apply
"	"	Forge House.	1 1/4	N. A. Briggs.	200	10.00 to 17.50
"	"	Bald Mountain House.	7	C. M. Barrett & Co.	100	15.00 to 20.00
"	"	Cedar Island Camp.	12	W. C. Auger.	100	15.00 to 17.00
"	"	Hess's Camp.	13	Fred Hess.	40	10.00
"	"	Wood's Camp.	10	Alonso Wood.	40	10.00
"	"	Big Moose Camp.	9	Emil Murr.	20	10.00
"	"	Fourth Lake House.	7	N. Powers.	20	10.00 to 12.00
"	"	The Antlers.	25	C. H. Bennett.	75	Apply
"	"	The Hemlocks.	33	M. Fletcher.	60	Apply
"	"	Forted Lake House.	35	J. O. A. Bryere.	40	Apply
"	"	Brightside to Raquette.	38	G. W. Tunnick.	500	Apply
"	"	Prospect House.	38	Tyler M. Merwin.	300	Apply
"	"	Blue Mountain House.	38	J. G. Holland.	80	Apply
"	"	Blue Mountain Lake House.	30	Henry C. Crane.	30	10.00 to 15.00
"	"	Maple Lodge.	7	M. D. Alger.	25	10.00
"	"	The Pines.	2	D. W. Wheeler.	16	Apply
"	"	Forest Home.	2	D. F. Sperry.	10	10.00
"	"	Private House.	close	Con. Mack.	50	Special
"	"	Mack's New Hotel.	14	Rock Point Inn Co.	150	15.00 to 25.00
"	"	Rocky Point Inn.	14	Milo Bull.	50	10.00 to 14.00
p Forestport, N. Y.	Forestport, N. Y.	Forestport House.	close	Wm. Muleny.	25	4.00 to 7.00
"	"	Forestport House.	close	R. J. Mahan.	26	4.00
"	"	Velasquez House.	1	N. B. J. Getman.	80	7.00
"	"	Greenland House.	1/2	J. W. Goodhue.	150	Apply
n Garrison, N. Y.	Garrison, N. Y.	Highland House.	1/2	John Goodhue.	40	7.00
p Geneva, N. Y.	Geneva, N. Y.	Glenwood Hotel.	1/2	Coxe & Glover.	150	14.00
"	"	The Kirkwood House.	1/2	"	"	"

r	Geneva, N. Y.	Geneva, N. Y.	Franklin House.	$\frac{1}{4}$ Geo. L. Sanborn.	100	\$8.00 to 12.00
"	"	Long Point Hotel.	40 A. J. Michener.	Apply		Apply
"	"	Wetkins, N. Y.	40 C. S. Frost.	350	14.00 to 18.00	Apply
"	"	"	40 Julius Roshau.	80	Apply	Apply
"	"	"	40 Fall Brook House.	50	7.00 to 12.00	Apply
"	"	"	20 Torrey Park House.	50	7.00 to 12.00	Apply
"	"	"	40 Lake Breeze Hotel.	50	7.00 to 12.00	Apply
"	"	"	40 Valley Hotel.	10	6.00 to 6.00	Apply
"	"	"	40 Mountain View House.	25	6.00 to 10.00	Apply
"	"	"	Boarding House.	25	6.00	Apply
"	"	"	Private House.	$\frac{1}{4}$ Mrs. Florence Rockefeller.	25	5.00 to 7.00
"	"	"	Private House.	$\frac{1}{4}$ Milton P. Best.	20	6.00
"	"	"	Private House.	$\frac{1}{4}$ Mrs. C. A. Sipperly.	20	5.00 to 7.00
"	"	"	Hillside Farm.	2 Wesley B. Wagar.	8	5.00 to 7.00
"	"	"	Brookside Farm.	1 The Misses Angell.	6	6.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ L. J. Tracy.	12	5.00 to 7.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ E. N. Garner.	6	Apply
"	"	"	Brookside Farm.	$\frac{1}{4}$ Chas. Mesick.	6	5.00 to 7.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ Henry D. Kittle.	10	5.00 to 7.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ J. Holihan.	60	8.00 to 10.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ Mrs. Joel Parker.	60	8.00 to 10.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ Mrs. A. P. Finch.	100	10.00 to 20.00
"	"	"	Brookside Farm.	10 J. Sherman.	50	10.00 to 12.00
"	"	"	Brookside Farm.	11 J. Y. Fulton.	50	10.00 to 12.00
"	"	"	Brookside Farm.	6 E. Hills.	100	10.00 to 15.00
"	"	"	Brookside Farm.	at sta. L. H. Moore.	100	10.00 to 15.00
"	"	"	Brookside Farm.	at sta. Geo. Davis.	12	Apply
"	"	"	Brookside Farm.	2 Geo. E. Teed.	20	6.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ Mrs. P. E. Adams.	18	7.00
"	"	"	Brookside Farm.	$\frac{1}{4}$ Mrs. A. C. Nelson.	7	Apply
"	"	"	Brookside Farm.	$\frac{1}{4}$ Theodore Burt.	15	10.00 and upwards
"	"	"	Brookside Farm.	3 Mrs. B. Newman.	15	10.00 and upwards
"	"	"	Brookside Farm.	$\frac{1}{4}$ J. M. Cronk.	80	10.00 and upwards
"	"	"	Brookside Farm.	1 Mrs. A. J. Craft.	35	Apply
"	"	"	Brookside Farm.	5 Mrs. A. J. Craft.	125	Apply
"	"	"	Brookside Farm.	5 Charles Fowler.	70	Apply
"	"	"	Brookside Farm.	5 Geo. Sax.	40	7.00
"	"	"	Brookside Farm.	5 J. W. Chase.	40	Apply
"	"	"	Brookside Farm.	5 W. X. Graham.	50	Apply
"	"	"	Brookside Farm.	5 O. A. Beckwith.	30	Apply
"	"	"	Brookside Farm.	5 Wm. Rudolph.	15	Apply
"	"	"	Brookside Farm.	5 A. Lutz.	25	Apply
"	"	"	Brookside Farm.	5 C. K. Rush.	20	Apply
"	"	"	Brookside Farm.	5 Jas. Richtmyer.	30	Apply
"	"	"	Brookside Farm.	$\frac{1}{4}$ S. E. Fowler.	75	Apply
"	"	"	Brookside Farm.	$\frac{1}{4}$ W. H. Becker.	100	Apply
"	"	"	Brookside Farm.	$\frac{1}{4}$ N. C. Wyckoff.	20	Apply

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Station.	NAME OF PROPRIETOR.	AC- COM.	TERMS PER WEEK.
v Grand Gorge, N. Y.	Gilboa, N. Y.	Plattkill.	5	Z. S. & C. O'Brien.	25	Apply.
"	"	Southern Farm.	5	D. W. Southard.	15	Apply
"	"	Farm House.	5	O. Cain.	20	Apply
v Grand Hotel Station, N. Y.	Summit Mt., Ulster Co., N. Y.	Grand Hotel.	4	J. & S. J. Cornell.	500	Apply
"	Highmount	The Grampian.	1/2	E. T. Gale.	100	Apply
"	"	Rossmore House.	1/2	"	60	Apply
"	"	Summit Ridge.	1/2	S. Tompkins.	30	Apply
1 Granville, Vt.	Wells, Vt.	Boarding House.	3 1/2	Mrs. W. Lewis.	15	96.00 to 7.00
F Gravesville, N. Y.	Gravesville, N. Y.	Trout Pond Hotel.	1/2	E. H. Lovett.	5.00	4.00
1 Hadley, N. Y.	Lake Luzerne, N. Y.	Village House.	at sta.	Allen Hemstreet.	3	7.00 to 10.00
"	"	Fisher's Cottage.	1/2	M. J. Fisher.	25	7.00 to 10.00
"	"	River View Cottage.	1/2	C. L. Scovill.	100	8.00 to 12.00
"	"	Wayside Inn.	1	E. C. King.	90	8.00 to 10.00
y Haines Corners, N. Y.	Haines Falls, N. Y.	Glen Park House.	1	Owen Glennon.	90	8.00 to 10.00
"	"	Haines Falls House.	1/2	C. W. Haines.	85	10.00
"	"	Sunset View House.	1/2	J. E. Haines.	150	13.00 to 20.00
"	"	Hotel.	1/2	W. T. Hallenbeck.	60	8.00 to 15.00
"	"	The Antlers.	1/2	Butler & Leggett.	60	8.00 to 10.00
"	"	Loxhurst.	1/2	Math I. Cook.	60	8.00 to 10.00
"	"	Chara House.	1/2	Mrs. J. Polkara.	60	8.00 to 10.00
"	"	The Kenmore.	1/2	Elmer R. Redd.	50	8.00 to 10.00
"	"	High View.	1/2	Geo. R. Redd.	50	8.00 to 10.00
"	"	Vista.	1/2	Mrs. S. Scott.	50	8.00 to 10.00
"	"	Haines House.	1-16	Sam'l H. Haines.	50	8.00 to 10.00
"	"	Rijou House.	1/2	Sam'l H. Haines.	40	8.00 to 10.00
"	"	Glen of the Catskill.	1/2	N. Schribner.	50	8.00 to 10.00
v Halcottville, N. Y.	Halcottville, N. Y.	Farm House.	1 1/2	N. D. Vergulise.	14	7.00 to 9.00
"	"	Hotel House.	1 1/2	G. W. Hubbell.	20	Apply
"	"	Farm.	1 1/2	J. B. Hinkley.	25	Apply
"	"	"	2 1/2	H. I. Kelly.	20	Apply
"	"	"	2 1/2	D. W. Hewitt.	20	Apply
"	"	"	2 1/2	G. W. Hewitt.	15	Apply
"	"	"	1 1/2	J. Abner Morse.	10	Apply
"	"	"	3 1/2	J. W. Scudder.	10	Apply
"	"	"	1 1/2	J. W. Vermilya.	5	Apply
"	"	"	1 1/2	W. M. Hewitt.	15	Apply
"	"	"	1 1/2	G. R. Slier.	90	Apply
"	"	"	1 1/2	Henry Brooks.	5	6.00
"	"	"	1 1/2	Sidney Mathews.	20	10.00 to 12.00
"	"	"	2 1/2	Orrin Harris.	100	8.00 to 10.00
"	"	"	1 1/2	M. S. Davis.	100	8.00 to 10.00
v Halcottville, N. Y.	Paradox, N. Y.	Pyramid Lake House.				
1 Hammondville, N. Y.	Hartford, Vt.	Pease's Hotel.				

Locality	House	Owner	Value
Highgate Springs, Vt.	Franklin House	Franklin House	250
Highgate Springs, Vt.	Elmwood Cottage	Harvey Phelps	15
Highgate Springs, Vt.	Highland Farm	Harvey Phelps	15
Highgate Springs, Vt.	Mount Washington Hotel	Joseph B. Howe	15
Highgate Springs, Vt.	Private Residence	Joseph B. Howe	15
Highgate Springs, Vt.	Farm House	J. W. Gilbert	15
Highgate Springs, Vt.	Mount Everett House	Mrs. M. J. Sweet	15
Highgate Springs, Vt.	Farm House	W. B. Peck	15
Highgate Springs, Vt.	Boarding House	Truman Sheffer	15
Highgate Springs, Vt.	Pair View House	Florian Billes	15
Highgate Springs, Vt.	Hillside Farm House	Geo. M. Mitchell	15
Highgate Springs, Vt.	Private Residence	Selah G. Mitchell	15
Highgate Springs, Vt.	Private Residence	Tunis Simmons	15
Highgate Springs, Vt.	Private Residence	Friend E. Simons	15
Highgate Springs, Vt.	Mountain Home	S. B. Dewey	15
Highgate Springs, Vt.	Farm House	Mrs. P. O. Moorehouse	15
Highgate Springs, Vt.	Central House	Judson Wiley	15
Highgate Springs, Vt.	Empire House	F. G. Morrison	15
Highgate Springs, Vt.	Garlock House	M. J. Ryan	15
Highgate Springs, Vt.	Sportsman Lodge	Walter Hart	15
Highgate Springs, Vt.	Hubbard Manse	A. H. Legg	15
Highgate Springs, Vt.	Wagner Hotel	Henry Paul	15
Highgate Springs, Vt.	Swan Lake House	Chas. Wagner	15
Highgate Springs, Vt.	Noblesboro House	Geo. W. Conkling	15
Highgate Springs, Vt.	Hoffmaster House	Fred. Reymonda	15
Highgate Springs, Vt.	Central House	Hoffmaster Bros.	15
Highgate Springs, Vt.	Farm House	Henry F. Kreuzer	15
Highgate Springs, Vt.	Hiawatha House	Chas. Palm	15
Highgate Springs, Vt.	Boarding House	W. C. Light	15
Highgate Springs, Vt.	Pleasant View	Joseph Spears	15
Highgate Springs, Vt.	Liberty Hall	J. S. Hanford	15
Highgate Springs, Vt.	Commercial House	W. B. Grant	15
Highgate Springs, Vt.	Farm House	J. C. W. Ives	15
Highgate Springs, Vt.	Maple Shade Farm	Mrs. M. Mattice	15
Highgate Springs, Vt.	Gothic Cottage	C. Weeks	15
Highgate Springs, Vt.	Farm House	Mrs. A. Gilmore	15
Highgate Springs, Vt.	Boarding House	John G. Hanford	15
Highgate Springs, Vt.	Farm House	L. D. Peters	15
Highgate Springs, Vt.	Boarding House	E. Barlow	15
Highgate Springs, Vt.	Boarding House	Homer Butler	15
Highgate Springs, Vt.	Boarding House	D. B. Grant	15
Highgate Springs, Vt.	Boarding House	O. B. Foote	15
Highgate Springs, Vt.	Boarding House	C. A. Foote	15
Highgate Springs, Vt.	Boarding House	E. G. Brockway	15
Highgate Springs, Vt.	Boarding House	J. Robinson	15

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta. n.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
o Hoffmann's, N. Y.	Hoffmann's, N. Y.	Boarding House.	3 1/4	Mrs. E. C. Rowe.	14	\$8.00 to 10.00
F Honedaga, N. Y.	East Steuben, N. Y.	Private House.	near	Bion H. Kent.	..	Apply
"	"	"	near	S. W. Salmon.	5	6.00
A Hopewell Junction, N. Y.	Hopewell Junction, N. Y.	Farm House.	3	Richard Ostrum.	8	8.00 to 10.00
"	"	"	2	Mrs. A. D. Genung.	10	4.00 to 6.00
"	"	"	1 1/2	Aaron A. Stockholm.	10	4.00 to 6.00
"	"	"	2	Mrs. C. A. Storm.	5	8.00 to 10.00
"	"	Hotel.	at sta.	Jno. Ukena.	10	5.00 to 10.00
n Hudson, N. Y.	East Fishkill, N. Y.	Gay Head Hotel.	2	H. J. Meyers.	10	4.00 to 8.00
"	Stottville, N. Y.	Columbia Springs Hotel.	5	Jesse M. Hundy.	75	8.00 to 14.00
"	Hudson, N. Y.	Mount Ivy Villa.	1	E. Jacobie.	20	5.00 to 7.00
v Hunter, N. Y.	West Taghanick, N. Y.	Farm House.	10	Wm. Rockfeller.	25	Apply
"	Hunter, N. Y.	Prospect House.	3	James Cannane.	200	Apply
"	"	Hunter House.	1	M. C. Van Pelt.	250	Apply
"	"	The Arlington.	1 1/2	J. G. Shoemaker.	70	10.00 to 24.00
"	"	St. Charles Hotel.	1 1/2	J. H. Hurlis, Jr.	175	Apply
"	"	The Catsberg.	1 1/2	R. Elliot.	100	Apply
"	"	West End.	1 1/2	H. B. Gara.	150	Apply
"	"	Central House.	1 1/2	W. J. Rust.	200	Apply
"	"	Fordam House.	1 1/2	C. T. Ford.	60	Apply
"	"	Green Farm House.	1 1/2	C. A. Schermerhorn.	30	Apply
"	"	Ripley M. House.	1 1/2	S. A. Woodworth.	30	Apply
"	Jewett, N. Y.	Jewett M. House.	8	E. Pond.	200	Apply
"	"	Jewett Heights House.	8	G. H. Chase.	60	Apply
"	Lexington, N. Y.	Kings House.	9	H. Kipp.	60	Apply
"	"	Monroe House.	9	J. M. Went.	30	Apply
"	"	Lexington House.	9	J. P. Vant.	40	Apply
"	Hensonville, N. Y.	Orchard Grove.	7	G. Seeley.	40	Apply
"	"	Bloodgood House.	7	C. Bloodgood.	40	Apply
"	Windham, N. Y.	Windham Hotel.	8	O. R. Coe.	150	Apply
"	"	Osborn House.	8	E. Osborn & Son.	100	Apply
n Hyde Park, N. Y.	Hyde Park, N. Y.	Blount House.	3 1/4	C. E. Jones.	20	8.00
"	East Park, N. Y.	Farm House.	3 1/4	H. C. Burnett.	12	5.00
"	Crum Elbow, N. Y.	"	4 1/2	Thos. Stringham.	8	1.50 to 3.50 per day
A A Ithaca, N. Y.	Ithaca, N. Y.	Clinton House.	4 1/2	C. A. Bush.	150	1.50 to 2.50 per day
"	"	Ithaca House.	4 1/2	H. D. Freer.	200	1.50 to 2.50 per day
"	"	Tompkins House.	4 1/2	E. B. Hoogland.	100	6.00 to 10.00
"	"	Lehigh Valley House.	4 1/2	C. F. Hottes.	100	5.00 to 9.00
"	"	Patten House.	4 1/2	Morse Patten.	50	5.00 to 9.00
"	"	Union Hotel.	4 1/2	M. Egan.	50	5.00 to 9.00
"	"	Hollister House.	4 1/2	J. H. Reese.	50	5.00 to 9.00
n Irvington, N. Y.	Irvington, N. Y.	Private Boarding House.	1 1/2	Mrs. John English.	6.00	

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Station.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
r Lake Placid, N. Y.	Lake Placid, N. Y.	Ruissauont	12	T. Edmund Krumholz	300	\$21.00 to 50.00
"	"	Grand View Hotel	12	Henry Allen	250	Apply
"	"	Lake Placid House	12	G. W. Baldwin	100	Apply
"	"	Whiteface Inn	12	Child & Farintosh	150	18.00
"	Newman, N. Y.	Elba House	12	R. E. Fisher	150	Apply
"	Raybrook, N. Y.	Raybrook House	12	Duncan Cameron	60	Apply
"	Elizabethtown, N. Y.	The Windsor Hotel	12	Orlando Kellogg	200	Apply
"	"	Mansion House	12	S. J. Lamson & Co.	150	Apply
"	"	Maplewood Inn	12	G. W. Jenkins	150	Apply
"	CASCADEVILLE, N. Y.	Cascade Lake House	12	E. M. Weston	100	12.00 to 17.50
"	Keene Valley, N. Y.	Adirondack House	12	Solomon Kelley	200	12.00 to 20.00
"	Lake Placid, N. Y.	Lake Side Inn	12	Fred Lamb	35	Apply
"	"	Bonny Blink Cottage	12	Mrs. Fraser	35	Apply
"	Newman, N. Y.	American House	12	H. Leggett	35	Apply
"	Lake Placid, N. Y.	Castle Rustico	12	H. Van Hovenburg	40	Apply
"	North Elba, N. Y.	Mt. View	12	Gardner & George	50	Apply
"	"	Adirondack Lodge	12	Dr. Lengfeld	12	Apply
"	"	Boarding House	12	S. P. McKenzie	12	Apply
"	"	La Homedean Cottage	12	E. D. Hayes	15	Apply
"	Newman, N. Y.	Boarding House	12	Frank Durigan	6	Apply
"	"	John Brown's Farm	12	Reuben Laurens	12	Apply
"	Lake Mahopac, N. Y.	Thompson's Hotel	12	Emerson Clark	400	15.00 to 30.00
"	"	Dean House	12	A. H. Dean	175	15.00 to 30.00
"	"	Forest House	12	A. L. Rorke	100	15.00 to 30.00
"	"	Anderson Cottage	12	Geo. H. Anderson	40	8.00 to 10.00
"	"	Baldwin House	12	L. S. Wright	50	8.00 and upwards
"	"	Vault Cottage	12	J. C. Vault	36	10.00 to 15.00
"	"	Carpenter House	12	Walter Carpenter	50	8.00 to 12.00
"	"	Badeau Cottage	12	Isaac Badeau	30	8.00 to 10.00
"	"	Cole House	12	O. H. Cole	75	9.00 to 14.00
"	"	Farm House	12	Edward Bennett	20	Apply
"	"	Putnam House	12	"	25	Apply
"	"	Noonan House	12	"	15	Apply
"	"	Schmellar House	12	"	40	Apply
"	"	Appel House	12	"	15	8.00 to 12.00
"	"	Leary Cottage	12	"	15	6.00
"	"	Womonso House	12	"	30	8.00 and upwards
"	Lakeville, Conn.	Farm House	12	Sarah E. Bradley	10	7.00
"	"	Private House	12	Wm. B. Perry	25	10.00 and upwards
"	"	Boarding House	12	Mrs. E. Blodgett	15	7.00 to 12.00
"	"	Farm House	12	J. S. Perkins	12	6.00 and upwards

Lakeville, Conn.	Lakeville, Conn.	Hotel Boarding House.	1 1/2 D. Lawrence Shaw.	100	Apply
"	"	Boarding House.	Mrs. E. J. Dakin.	12	\$6.00 and upwards
v Lanesville, N. Y.	Lanesville, N. Y.	Farm House.	Darwin Warner.	8	5.00 to 8.00
"	"	Diamond Notch House.	Asa Crosby.	25	7.00 to 8.00
"	"	Lanesville House.	Edward Lane.	30	7.00 to 8.00
"	"	Central House.	F. A. Barber.	30	7.00 to 8.00
"	"	Pleasant View.	John Jansen.	25	7.00 to 8.00
κ Larabees' Point, Vt.	Larabees' Point, Vt.	Lake House.	Mrs. A. C. Farr.	75	8.00 to 12.00
v Laurel House Station, N. Y.	Haines Falls, N. Y.	Laurel House.	James Caul.	250	Apply
κ Lawrence, N. Y.	North Lawrence, N. Y.	Union House.	Dunn & Bombard.	50	Apply
"	"	Commercial House.	M. V. Barney.	75	Apply
"	"	Central House.	C. B. Chandler.	50	Apply
"	"	Commercial.	C. Murphy.	25	Apply
"	"	Cook House.	M. P. Blow.	25	Apply
τ Lebanon Springs, N. Y.	Fort Jackson, N. Y.	Blow House.	Mrs. A. Car.	6	6.00
"	"	Farm House.	E. C. Clark.	30	8.00 to 10.00
"	"	Field Hotel.	C. E. Whipple.	40	14.00
"	"	Columbia Hall.	Wm. St. Lawrence.	300	18.00 to 21.00
o Little Falls, N. Y.	Little Falls, N. Y.	Oak Place.	J. A. Arnold.	4	5.00 to 6.00
"	"	Girvan House.	J. Zoller.	50	8.00 to 10.00
"	"	Metropolitan.	J. Mullen.	75	7.00 to 10.00
Λ Λ Lodi, N. Y.	Lodi, N. Y.	Lake Breeze Hotel.	E. N. Squires.	50	7.00
ρ Loon Lake, N. Y.	Loon Lake, N. Y.	Hotel.	S. H. Remington.	340	17.50 and upwards
"	"	Private House.	Ferd. W. Chase.	15	7.00
"	"	"	at sta. D. M. Roberts.	8	Apply
z Lowerre, N. Y.	Lowerre, N. Y.	Hunter's Home.	Mrs. Chas. Fadden.	40	10.00 to 15.00
g Lowville, N. Y.	Lowville, N. Y.	Hotel Deutch.	Fred. La Bombard.	25	Apply
κ Ludlow, Vt.	Oswegatchie Lake, N. Y.	Bald Mountain House.	Stuart & Dymock.	50	Apply
L Lyon Mountain, N. Y.	Lowville, N. Y.	Spring House.	at sta. C. K. Deutch.	100	Apply
"	Tyson, Vt.	Echo Lake House.	J. O'Donnell.	100	7.00 to 10.00
"	Lyon Mountain, N. Y.	Ralph's.	C. H. Knight.	30	Apply
"	"	Merrills.	3 1/2 J. W. Hutton.	30	Apply
"	"	Indian Point House.	3 1/2 O. Young.	30	Apply
"	"	The Chateaugay.	4 1/2 R. Schutt.	75	Apply
z Mahopac Falls, N. Y.	Merrill, N. Y.	Cottage.	Chas. W. Backus.	25	6.00 to 8.00
"	Mahopac Falls, N. Y.	Hotel.	A. Stalson.	10	6.00 to 8.00
"	"	Cottage.	Mrs. H. D. Barrett.	10	6.00 to 8.00
"	"	Cottage.	J. A. Mercer.	12	6.00 to 8.00
"	"	Farm House.	S. Austin.	8	Apply
"	"	"	Mrs. M. D. Pinckney.	8	Apply
"	"	"	C. S. Hill.	6	8.00 to 12.00
z Mahopac Mines, N. Y.	Mahopac Mines, N. Y.	Hotel.	1-16 Miss Milla Barratt.	150	7.00
"	"	Woodbine Hotel.	R. H. Dean.	6	7.00
"	"	"	W. Roach.	6	7.00

For explanation of reference marks in left-hand margin see page 340.

N	Montrose, N. Y.	Montrose, N. Y.	Farm House	1/4	Mrs. M. E. Turner	30	\$5.00 to 6.00
x	Moers Junction, N. Y.	Moers Junction, N. Y.	Sunny Cliff	1	Mrs. M. E. Pettinger	16	6.00 to 8.00
x	A Moore's Mills, N. Y.	Noore's Mills, N. Y.	Commercial	1/2	J. I. Robbins	25	6.00 to 8.00
x	Mountain View, N. Y.	Moore's Mills, N. Y.	Floral Home	3/8	Mrs. S. A. Moore	25	5.00 to 8.00
x	Mount Kisco, N. Y.	Mountain View, N. Y.	Mountain View House	near	R. C. Low	80	10.00 to 17.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Boarding House	1/2	Mrs. F. E. Wilcox	20	6.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Farm House	1/2	Martin E. Hubbell	12	8.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	2	Samuel Ellis	12	8.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	2	B. Nelwood	18	7.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Farm House	1 1/2	Mrs. Geo. B. Carpenter	10	7.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Farm House	1 1/2	Miss Anna E. Hubbell	12	8.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1	Mrs. Wm. H. Sherwood	6	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Boarding House	1	Mrs. Anna B. Carpenter	25	7.00 to 9.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Sandy Homestead	3	Amos S. Sands	30	6.00 to 7.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Farm House	2	Geo. F. Sells	20	7.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. J. A. Merritt	12	7.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. Carrie Reynolds	8	7.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. Chas. P. Hollock	10	7.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. Walter H. Haight	10	7.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. J. B. Ferris	10	7.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	H. M. Eavrs	10	6.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Rufus P. Smith	15	8.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Frank Boucher	12	5.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Chas. Douglass	20	5.00 to 7.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. R. E. Purdy	3	8.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. S. Hewitt	20	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. S. Carney	6	12.00 and upward
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. S. E. Whitney	8	6.00 to 7.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. S. E. Whitney	15	5.00 to 6.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. Lawlor	70	5.00 to 7.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	H. Rabe	80	10.00 to 12.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	H. H. Hassen	40	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Davis Winne	40	6.00 to 8.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	C. M. Lamson	40	8.00 to 10.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Van Cockburn	125	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	H. B. Hudler	50	6.00 to 7.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Mrs. J. Eichler	15	6.00 to 7.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	S. Lockwood	30	6.00 to 7.00
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	W. H. Schumacher	50	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	A. Howland	20	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	O. L. Satterlee	25	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	J. L. Hasbrouck	15	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	J. N. Winne	30	Apply
x	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Private Residence	1 1/2	Edwin Deval	15	Apply

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
z Park Hill, N. Y.	Park Hill, N. Y.	Werner Hotel.....	1 1/4	.....	15	Apply
"	"	Hanson House.....	near	.....	30	Apply
m Patterson, N. Y.	Patterson, N. Y.	Herrmann Hotel.....	near	G. W. Smith.....	45	Apply
p Paul Smith's, N. Y.	Paul Smith's, N. Y.	Armstrong Hotel.....	1	Paul Smith's Hotel Co.....	300	\$5.00 to 8.00
"	"	McCollom's Hotel.....	4 1/2	C. A. McArthur.....	60	17.50 to 35.00
"	"	Crystal Spring House.....	4 1/2	Robeson & Sharland.....	50	10.00 to 14.00
"	"	Bunker's Hill Cottage.....	4	S. F. Bunker.....	35	8.00 to 17.50
"	"	Whiteface Farm Cottage.....	16	John W. Fletcher.....	45	8.00 to 20.00
"	"	Meacham Lake House.....	2 1/2	A. K. Fuller.....	100	10.00 to 17.50
"	"	Mountain View Farm.....	3	Frank Tremble.....	20	8.00 to 10.00
"	"	Ridgewood Villa.....	2 1/2	J. J. Fitzgerald.....	35	10.00 to 15.00
"	"	Private House.....	1 1/2	Mrs. A. B. Ricketson.....	35	7.00 to 10.00
"	"	Ricketson Farm.....	1	Dayton Bryant.....	10	9.00 to 14.00
"	"	Bryant Cottage.....	1	Geo. Butts.....	16	7.00 to 9.00
"	"	Jones Cottage.....	1	Frank Wardner.....	8	9.00 to 12.00
"	"	Private House.....	3	R. A. Costlow.....	10	8.00 to 15.00
m Pawling, N. Y.	Bloomington, N. Y.	"	4	Seth Wardner.....	30	8.00 to 12.00
"	Pawling, N. Y.	Dutcher House.....	at sta.	N. S. Howe.....	250	Apply
"	"	Mizentop Hotel.....	3 1/4	Mrs. J. A. Mabie.....	300	Apply
"	"	Boarding House.....	1 1/4	Harrison Spaulding.....	5	Apply
"	"	Farm House.....	2	Geo. T. Chapman.....	6	Apply
"	"	Swiss Cottage.....	1 1/4	William H. Arnold.....	15	Apply
"	"	Meadow Orchard.....	5	Mrs. Laura Frost.....	18	Apply
"	"	Farm House.....	4	Richard T. Osborn.....	10	Apply
"	"	Private House.....	4 1/2	G. S. Norton.....	12	Apply
"	"	Croton Head Farm.....	4 1/2	Ira W. Hoag.....	15	Apply
"	"	Linwood.....	at sta.	J. J. Ferris.....	18	Apply
"	"	Cottage.....	at sta.	Mrs. J. A. Kline.....	10	Apply
"	"	Old Homestead.....	4	Stephen M. Osborne.....	10	6.00
n Peekskill, N. Y.	Quaker Hill, N. Y.	Farm House.....	5	Wm. H. Horton.....	10	6.00 to 8.00
"	Shrub Oak, N. Y.	Boarding House.....	1	Geo. Dunn.....	14	5.00 to 6.00
"	184 Crompond St., Peekskill.	Hill Side Farm House.....	1	Daniel H. Knapp.....	150	7.00 to 10.00
"	Shrub Oak, N. Y.	Oscawana Lake House.....	9	Joseph Lee.....	30	5.00 to 6.00
"	Peekskill, N. Y.	Boarding House.....	9 1/4	Mrs. B. F. Ferris.....	50	6.00 to 10.00
"	"	Oscawana Lake.....	9	Sela Armstrong.....	25	6.00 to 10.00
"	"	Oregon.....	4	Elijah Lockwood.....	80	7.00 to 8.00
"	Mohegan, N. Y.	Mount Pleasant House.....	4	W. R. Jones.....	150	Apply
"	Lake Mohegan, N. Y.	Cottages.....	4	Frank M. Frye.....	6.00	Apply
"	Peekskill, N. Y.	Boarding House.....	1 1/2	Mrs. Nathaniel Barger.....	14	6.00

n	Peekskill, N. Y.	Peekskill, N. Y.	Farm House.	2 1/2 J. Varian	10	Apply
"	"	"	Private Boarding House.	6 S. F. Berry	10	Apply
"	"	"	Elm Lake House.	6 Eben O. Croft.	20	\$6.00
"	"	"	Willow Brook House.	4 1/2 Mrs. J. H. Lent.	60	6.00 to 8.00
"	"	"	Farm House.	7 John K. Tompkins.	15	8.00
"	"	"	Boarding House.	4 R. H. Horne.	30	8.00
"	"	"	Farm House.	1 1/2 N. B. Denny.	8	5.00 and 6.00
"	"	"	Hotel.	7 1/2 B. F. Hawkins.	15	6.00
"	"	"	Union House.	7 1/2 E. W. Rich.	15	Apply
"	"	"	Phelps House.	7 1/2 A. C. Stokes.	15	6.00
"	"	"	Boarding House.	7 1/2 H. M. Ryan.	100	9.00 to 12.00
"	"	"	Tremper House.	7 1/2 Mrs. O. Brien.	20	5.00 to 7.00
"	"	"	Boarding House.	7 1/2 Mrs. J. A. Simpson.	275	Apply
"	"	"	"	7 1/2 Mrs. M. E. Winter.	25	7.00
"	"	"	"	7 1/2 Jas. Kinkadee.	25	Apply
"	"	"	"	7 1/2 R. Breitbaup.	15	Apply
"	"	"	"	7 1/2 W. B. Martin.	25	Apply
"	"	"	"	7 1/2 C. C. Winne.	25	Apply
"	"	"	"	7 1/2 W. M. Brewer.	100	10.00 to 16.00
"	"	"	"	7 1/2 D. T. Winter.	100	10.00 to 14.00
"	"	"	"	7 1/2 H. F. Baker.	125	Apply
"	"	"	"	7 1/2 A. B. Smith.	125	7.00 to 8.00
"	"	"	"	7 1/2 A. Guigon.	75	10.00 to 18.00
"	"	"	"	7 1/2 Wm. Caul.	25	Apply
"	"	"	"	7 1/2 Frank Barton.	20	6.00 and upwards
"	"	"	"	7 1/2 D. C. Ketterer.	8	7.00 to 10.00
"	"	"	"	7 1/2 Mrs. Mary Meyers.	20	5.00 to 10.00
"	"	"	"	7 1/2 John Duxberry.	9	7.00
"	"	"	"	7 1/2 Miss Alice L. Thomas.	20	5.00
"	"	"	"	7 1/2 M. L. Wilson.	10	6.00
"	"	"	"	7 1/2 A. L. Kellar.	8	5.00 to 6.00
"	"	"	"	7 1/2 B. C. Risendorf.	6	6.00 to 9.00
"	"	"	"	7 1/2 A. Matice.	20	6.00 and upwards
"	"	"	"	7 1/2 Seymour Smith Institute.	300	15.00 to 25.00
"	"	"	"	7 1/2 Plumb & Clark.	150	12.00 to 20.00
"	"	"	"	7 1/2 Plumb & Clark.	150	10.00 to 20.00
"	"	"	"	7 1/2 John Butterworth.	80	6.00 to 10.00
"	"	"	"	7 1/2 James Haney.	200	17.00 and upwards
"	"	"	"	7 1/2 Mrs. Carswell.	80	Apply
"	"	"	"	7 1/2 W. H. Howell.	200	Apply
"	"	"	"	7 1/2 Wm. C. Armstrong.	40	8.00 to 10.00
"	"	"	"	7 1/2 Theodore Wygart.	15	5.00 to 6.00
"	"	"	"	7 1/2 Theodore Hicks.	3	5.00
"	"	"	"	7 1/2 Samuel J. Hicks.	10	5.00

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta. n.	NAME OF PROPRIETOR.	Ac-com.	TERMS PER WEEK.
z Park Hill, N. Y.	Park Hill, N. Y.	Werner Hotel.	near	.....	15	Apply
"	"	Mansion Hotel.	near	.....	50	Apply
m Patterson, N. Y.	Patterson, N. Y.	Hermann Hotel.	.....	.....	25	Apply
Paul Smith's, N. Y.	Paul Smith's, N. Y.	American House.	.....	.....	30	\$5.00 to 8.00
"	"	McCormick's.	4	G. W. Seaman.	500	17.50 to 35.00
"	"	Crystal Spring House.	4 1/2	C. A. McArthur.	60	10.00 to 14.00
"	"	Bunker's Hill Cottage.	4 1/2	Robeson & Sharland.	10	10.00 to 17.50
"	"	Whiteface Farm Cottage.	6	S. F. Bunker.	15	8.00 to 10.00
"	"	Meacham Lake House.	16	John W. Fletcher.	25	7.00 to 10.00
"	"	Harrietstown, Frank Co., N. Y.	2 1/2	A. K. Fuller.	100	8.00 to 17.50
"	"	Black Brook, N. Y.	3	Frank Tremble.	20	10.00 to 10.00
"	"	Bloomington, N. Y.	24	W. W. Fitzgerald.	35	7.00 to 10.00
"	"	Black Brook, N. Y.	1 1/2	Mrs. A. B. Ricketson.	10	8.00 to 14.00
"	"	Bloomington, N. Y.	1	Dayton Bryant.	10	9.00 to 12.00
"	"	Black Brook, N. Y.	1	Geo. B. Batts.	18	7.00 to 9.00
"	"	Black Brook, N. Y.	1	Frank W. Gardner.	10	8.00 to 12.00
"	"	Bloomington, N. Y.	3	R. A. Costlow.	10	8.00 to 15.00
"	"	Bloomington, N. Y.	4	Seth Wardner.	30	8.00 to 12.00
m Pawling, N. Y.	Pawling, N. Y.	Dutcher House.	at sta.	N. S. Howe.	250	Apply
"	"	Mizentop Hotel.	3	Mrs. J. A. Mabie.	300	Apply
"	"	Boarding House.	3 1/4	Harrison Spaulding.	5	Apply
"	"	Farm House.	2	William H. Arnold.	6	Apply
"	"	Swiss Cottage.	1 1/4	Richard T. Osborn.	15	Apply
"	"	Meadow Orchard.	1	Mrs. Laura Frost.	18	Apply
"	"	Farm House.	5	G. S. Norton.	10	Apply
"	"	Private House.	4 1/2	Ira W. Hoag.	12	Apply
"	"	Croton Head Farm.	4 1/2	Mrs. J. J. Ferris.	15	Apply
"	"	Linwood.	at sta.	Mrs. J. A. Kline.	18	Apply
"	"	Cottage.	at sta.	Stephen M. Osborne.	10	Apply
"	"	Old Homestead.	4	Wm. H. Horton.	10	6.00
n Peekskill, N. Y.	Quaker Hill, N. Y.	Farm House.	1	Geo. Dunn.	10	6.00 to 8.00
"	Shrub Oak, N. Y.	Boarding House.	1	Daniel H. Knapp.	14	5.00 to 6.00
"	1814 Crompond St., Peekskill.	Hill Side Farm House.	6	Joseph Lee.	150	7.00 to 10.00
"	Shrub Oak, N. Y.	Oscawana Lake House.	9	Mrs. B. F. Ferris.	30	5.00 to 6.00
"	Peekskill, N. Y.	Boarding House.	9	Sela Armstrong.	50	6.00 to 10.00
"	"	Oscawana Lake.	4	Elijah Lockwood.	25	6.00 to 10.00
"	"	Oregon.	4	W. R. Jones.	80	7.00 to 8.00
"	Mohegan, N. Y.	Mount Pleasant House.	4	Frank M. Frye.	150	Apply
"	Lake Mohegan, N. Y.	Cottages.	4	Mrs. Nathaniel Barger.	14	6.00
"	Peekskill, N. Y.	Boarding House.	1/2	.....	14	6.00

n	Peterskill, N. Y.	Peterskill, N. Y.	Farm House.	$\frac{1}{2}$ J. Varian.	10	Apply
"	"	"	Private Boarding House.	$\frac{1}{2}$ S. F. Barry.	10	Apply
"	"	"	Elm House.	$\frac{1}{2}$ Eben O. Coff.	60	\$6.00 to 8.00
"	Shrub Oak, N. Y.	"	Willow Brook House.	$\frac{1}{2}$ Mrs. T. H. Lent.	10	6.00
"	Peterskill, N. Y.	"	Farm House.	$\frac{1}{2}$ John R. Tompkins.	15	8.00
"	Montegut, N. Y.	"	Boarding House.	$\frac{1}{2}$ R. H. Horne.	38	5.00 and 6.00
"	Peterskill, N. Y.	"	"	$\frac{1}{2}$ Mrs. A. Denny.	15	5.00
"	"	"	Farm House.	$\frac{1}{2}$ J. B. F. Hawkins.	15	6.00
"	"	"	"	$\frac{1}{2}$ F. Welch.	15	Apply
"	"	"	"	$\frac{1}{2}$ A. C. Hokes.	15	6.00
"	"	"	"	$\frac{1}{2}$ J. H. Melhan.	100	9.00 to 12.00
"	"	"	"	$\frac{1}{2}$ Mrs. O. Brien.	20	5.00 to 7.00
"	"	"	"	$\frac{1}{2}$ Mrs. J. A. Simpson.	275	Apply
"	"	"	"	$\frac{1}{2}$ Mrs. M. E. Winter.	25	7.00
"	"	"	"	$\frac{1}{2}$ Jas. Kinkade.	15	Apply
"	"	"	"	$\frac{1}{2}$ R. Breithaupt.	15	Apply
"	"	"	"	at sta. $\frac{1}{2}$ W. B. Martin.	15	Apply
"	"	"	"	$\frac{1}{2}$ C. C. Winne.	25	Apply
"	"	"	"	$\frac{1}{2}$ W. M. Brewer.	100	10.00 to 16.00
"	"	"	"	$\frac{1}{2}$ D. T. Winter.	50	10.00 to 14.00
"	"	"	"	$\frac{1}{2}$ H. F. Baker.	125	Apply
"	"	"	"	$\frac{1}{2}$ A. B. Smith.	125	7.00 to 8.00
"	"	"	"	$\frac{1}{2}$ A. Guigou.	75	10.00 to 18.00
"	"	"	"	$\frac{1}{2}$ Wm. Caul.	200	Apply
"	"	"	"	$\frac{1}{2}$ Frank Barton.	25	7.00 and upwards
"	"	"	"	$\frac{1}{2}$ D. C. Ketterer.	20	6.00
"	"	"	"	$\frac{1}{2}$ Mrs. Mary Meyers.	8	7.00 to 10.00
"	"	"	"	$\frac{1}{2}$ John Duxberry.	20	5.00 to 10.00
"	"	"	"	$\frac{1}{2}$ Miss Alice L. Thomas.	9	7.00
"	"	"	"	$\frac{1}{2}$ M. L. Wilson.	20	5.00
"	"	"	"	$\frac{1}{2}$ A. L. Keller.	10	6.00
"	"	"	"	$\frac{1}{2}$ B. C. Risendorff.	8	5.00 to 6.00
"	"	"	"	$\frac{1}{2}$ A. Mattice.	6	6.00 to 9.00
"	"	"	"	$\frac{1}{2}$ Plumb & Clark.	20	6.00 and upwards
"	"	"	"	$\frac{1}{2}$ R. E. Burbank.	300	15.00 to 25.00
"	"	"	"	$\frac{1}{2}$ Plumb & Clark.	150	12.00 to 20.00
"	"	"	"	$\frac{1}{2}$ John Butterworth.	150	10.00 to 20.00
"	"	"	"	$\frac{1}{2}$ James Haney.	80	6.00 to 10.00
"	"	"	"	$\frac{1}{2}$ Mrs. Carswell.	200	17.00 and upwards
"	"	"	"	$\frac{1}{2}$ W. H. Howell.	80	Apply
"	"	"	"	$\frac{1}{2}$ Wm. C. Armstrong.	200	Apply
"	"	"	"	$\frac{1}{2}$ Theodore Wygart.	40	8.00 to 10.00
"	"	"	"	$\frac{1}{2}$ Theodore Hicks.	15	5.00 to 6.00
"	"	"	"	$\frac{1}{2}$ Samuel J. Hicks.	10	5.00

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	AC- COM.	TERMS PER WEEK.
b Pleasant Valley, N. Y.	Pleasant Valley, N. Y.	Farm House.	1 1/2	H. Bower.	15	\$6.00 to 7.00
m Pleasantville, N. Y.	Pleasantville, N. Y.	Boarding House.	1 1/2	Levi F. See.	10	7.00
"	"	Farm House.	1 1/2	Wm. H. Foster.	15	6.00 and 7.00
"	"	"	1	Mrs. R. DeBoyes.	20	7.00
"	"	Boarding House.	1 1/2	Mrs. Wm. H. Reynolds.	8	Apply
"	"	Farm House.	1 1/2	T. B. Pierce.	8	Apply
z Pocantico Hills, N. Y.	Pocantico Hills, N. Y.	Boarding Inn.	1 1/2	Mrs. Rachel Brown.	12	Apply
"	"	Berkeley House.	1 1/2	V. C. Murray.	125	Apply
"	"	Boarding House.	1	Mrs. S. C. Horton.	12	7.00
"	"	Farm House.	2	A. H. Horton.	12	7.00
"	"	"	1 1/2	J. S. Horton.	10	7.00
"	"	Webster House.	1 1/2	R. Daniels.	10	7.00
"	"	Irwin House.	near	C. Wallace.	50	5.00
"	"	Delavan House.	near	M. Spellman.	12	5.00
"	"	American House.	2	B. C. Hall.	50	7.00
i Port Henry, N.Y. (L. Champlain)	Cold Brook, N. Y.	Boarding House.	7	Mrs. T. F. Witherbee.	25	5.00
i Port Kent, N.Y. (L. Champlain)	Gray, N. Y.	Boarding House.	3	W. H. Tracy.	25	10.00 to 18.00
"	Ausable Chasm, N. Y.	Lake View House.	3	Ezra Bliss.	25	10.00 to 14.00
"	Keeseville, N. Y.	Liberty Hall.	2 1/2	Smith Price.	100	9.00 to 15.00
"	"	Rembrandt Hall.	5	Chas. Fury.	12	8.00 to 10.00
"	"	Interlaken House.	5	John B. Willis.	50	5.00 to 10.00
"	"	Spring House.	5	M. McGuire.	40	8.00 to 12.00
"	"	Commercial.	5	C. D. Sawyer.	100	8.00 to 15.00
"	"	The Watson Manor.	at sta.	Tarrell & Adgate	70	5.00 to 8.00
"	"	Trembleau Hall.	1/2	J. C. Shaw.	12	5.00 to 6.00
"	"	Lakeside House.	1/2	J. Connor.	8	3.00 to 5.00
n Poughkeepsie, N. Y.	Keeseville, N. Y.	Adirondack House.	5	Henry K. Burnett.	4	3.00 to 5.00
"	East Port, N. Y.	Farm House.	5	Abbie J. Cona.	6	3.00 to 5.00
m Poughquag, N. Y.	Stanfordville, N. Y.	Private House.	1/2	H. E. McCarter.	8	3.00 to 5.00
"	Clove Valley, N. Y.	Farm House.	1	Geo. Wilson.	6	3.00 to 5.00
"	"	"	2	K. Andrews.	4	3.00 to 5.00
"	"	"	5	C. Melbaum.	8	3.00 to 5.00
"	"	"	5	D. Odell.	300	10.00 to 17.00
i Poutlney, Vt.	Clove Valley, N. Y.	Montvert Hotel.	1	J. P. Eager.	25	5.00 to 8.00
"	Middletown Springs, N. Y.	Farm House.	2	E. B. Cook.	100	7.00 to 15.00
"	"	Lake View-in-Pines.	1	P. J. Griffith.	15	4.00 to 7.00
"	Poutlney, Vt.	Farm House.	1	Warren Clark.	5	4.00 to 7.00
"	"	"	2	Don A. Barker.	40	7.00
"	"	"	2	W. L. Farnham.	30	7.00 to 8.00
p Prospect, N. Y.	Wilmington, N. Y.	Sportsman's Lodge.	20	Chas. Wagner.	30	7.00 to 10.00
"	"	Wagner Hotel.	18	"	"	"
"	"	Hubbard Manse.	20	P. Houbon.	"	"

7 Prospect, N. Y.	Grant, N. Y.	Garlock House.	4 1/2	A. H. Ligge.	20	\$7.00
"	Morhouseville, N. Y.	Hoffmeister Bros.	27	Henry F. Kreuzer.	24	6.00 to 8.00
"	"	Central House.	24	Chas. Palm.	24	5.00 to 7.00
"	"	Farm House.	20	Wm. Perkins.	40	4.00
"	Wilmurt, N. Y.	Noblesboro House.	12	Fred. Reymonda.	75	6.00 to 8.00
"	Prospect, N. Y.	Dodge House.	1/2	W. S. Dodge.	75	7.00
"	"	Perkins House.	1/2	Oscar Meisch.	40	5.00 to 7.00
"	Purdy's N. Y.	Hotel.	at sta.	Mrs. J. P. Bailey.	12	6.00 to 10.00
"	Somers, N. Y.	Farm House.	1	Anna B. Hyatt.	25	7.00 and 8.00
"	"	"	6	John Smith, Jr.	30	6.00 to 9.00
"	North Salem, N. Y.	"	4 1/2	Joseph O. Carpenter.	60	6.00 to 10.00
"	"	Boarding House.	"	E. Peabody.	40	7.00 to 10.00
"	"	Cottage Hotel.	"	J. M. Wardner.	50	Apply
"	Purdy's N. Y.	Bay Cottage.	near	Mrs. A. Holland.	8	10.00 to 15.00
"	Putnam, N. Y. (Lake George)	Rainbow Lake Hotel.	1/2	F. C. Nelson.	12	Apply
"	Rainbow Lake, N. Y.	Farm House.	1 1/2	J. A. Fraleigh.	20	5.00 to 7.00
"	Rayville, N. Y.	Nelson House.	1 1/2	A. J. Gedney.	16	6.00 to 8.00
"	Red Hook, N. Y.	Rose Hill Farm.	1 1/2	R. G. More.	20	6.00 to 8.00
"	"	Algonquin.	4	T. F. Cookingham.	12	6.00 to 8.00
"	"	Farm House.	1 1/2	Jas. Leary.	17	7.00
"	"	"	1 1/2	Howard Ellsworth.	12	5.00
"	"	Red Hook Hotel.	2	Sarah M. Bolmbaker.	50	6.00 to 8.00
"	"	Farm House.	1 1/2	L. Tenbroeck.	12	Apply
"	"	"	2	J. J. Feller.	8	Apply
"	"	Hillhurst.	1 1/2	E. H. Collins.	16	6.00 to 8.00
"	"	Farm House.	1 1/2	Chas. Teator.	16	Apply
"	"	"	2 1/2	A. Low.	16	Apply
"	"	Hotel Bristol.	1/2	Friend Bristol.	16	7.00
"	Rensen, N. Y.	Williams House.	1/2	J. H. Williams.	16	7.00
"	"	Farm House.	5	Mrs. Darius Traver.	10	6.00
"	"	Rock City, N. Y.	8	Henry D. Ostrom.	20	6.00 to 7.00
"	"	Springside House.	8	Virgil Willey.	12	5.00
"	"	Mountain View House.	3	Mrs. A. F. Traver.	15	6.00
"	"	Farm House.	5 1/2	J. Martin Ackert.	20	6.00
"	"	"	5	John M. Welch.	20	6.00 to 8.00
"	"	Maple Arch Cottage.	5	Thos. Carney, Jr.	20	6.00
"	"	Farm House.	6 1/2	Barnet Owen.	5	5.00
"	"	"	7	James Henry.	10	6.00
"	"	Brookside Cottage.	7	Richard Willey.	8	Apply
"	"	Milan Shades.	10	John A. Yates.	10	5.00
"	"	Maple Glen Cottage.	7	Mrs. Alice Davis.	10	6.00
"	"	Farm House.	9	Mrs. Willett S. Sherow.	8	Apply
"	"	"	2	C. E. Van Wagner.	12	5.00
"	"	"	6	Alex. Traver.	15	6.00

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
n Rhinecliff, N. Y.	Rock City, N. Y.	Farm House.	5 1/2	Rush Morehouse.	15	Apply
"	Rhinebeck, N. Y.	"	6	Ezra Van Vredenburgh.	30	6.00
"	"	"	6	Guernsey Crandell.	15	Apply
"	"	"	5	V. Harris.	15	Apply
"	"	"	5	Mr. Haines.	15	Apply
"	"	"	3	Chauncey Bailey.	8	5.00 to 6.00
"	"	"	3	Wm. Brown.	8	5.00 to 6.00
"	"	"	3	Edw. Brown.	8	5.00 to 6.00
"	"	"	3 1/2	Miss Dewitt.	12	5.00 to 6.00
"	"	"	4 1/2	Wesley Ackert.	15	5.00 to 6.00
"	"	"	2 1/2	Vernon G. Lake.	15	8.00 and upwards
"	"	Rhinebeck Hotel.	2 1/2	R. Decker.	15	8.00 and upwards
"	"	Rhinebeck Inn.	2 1/2	E. Herrick.	15	8.00 and upwards
"	"	Rhinecliff Hotel.	2 1/2	T. R. Proctor.	600	8.00 and upwards
n Richfield Springs, N. Y.	Richfield Springs, N. Y.	Spring House.	2 1/2	E. M. Earle & Son.	500	Apply
"	"	Hotel Earlington.	2 1/2	N. D. Jewell.	250	Apply
"	"	Tuller House.	2 1/2	S. P. Parker.	100	Apply
"	"	National Hotel.	2 1/2	Miss E. Tunncliffe.	150	Apply
"	"	Tunncliffe Cottage.	2 1/2	J. E. Stelle.	150	Apply
"	"	Lake House.	2 1/2	Geo. W. Tunncliffe.	100	Apply
"	"	Derrick House.	2 1/2	W. M. McCready.	100	Apply
"	"	Elk Hotel.	2 1/2	Fred. Stanton.	150	Apply
"	"	Canadarago House.	2 1/2	C. P. Lovelace.	150	Apply
s Richmond, Mass.	Richmond, Mass.	Farm House.	2 1/2	Mrs. M. J. Sherrill.	5	7.00
"	"	"	2 1/2	S. M. Loveland.	8	8.00 to 10.00
"	"	"	2 1/2	Miss M. M. Groat.	4	6.00 to 8.00
"	"	"	2 1/2	Frank Barnes, Jr.	6	6.00
"	"	The Shelter.	2 1/2	E. E. Riddell.	15	7.00
"	"	Lake House.	2 1/2	O'Connor Bros.	80	Apply
i Riverside, N. Y.	Schroon Lake, N. Y.	Ondawa House.	14	L. R. & E. D. Locke.	80	Apply
"	"	Leland House.	14	C. F. Taylor & Son.	250	Apply
"	"	Taylor House.	15	G. W. Lauren.	125	Apply
u Roxbury, N. Y.	Taylors-on-Schroon, N. Y.	Lauren Villa.	14	J. M. Dudley.	40	10.00 to 15.00
"	Roxbury, N. Y.	Delaware Valley House.	14	P. H. Mitchell.	50	10.00
"	"	Dudley House.	14	L. Shutta.	30	7.00
"	"	Shutta House.	14	H. White.	30	7.00
"	"	White Cottage.	14	C. L. Hilks.	12	7.00 to 9.00
"	"	Falls House.	14	P. H. Mitchell.	20	Apply
"	"	Mitchell House.	14	J. N. Rowland.	75	Apply
"	"	Brookdale Cottage.	14	O. P. More.	17	7.00 to 10.00
"	"	C. P. More Farm.	14	Geo. Van.	20	6.00 to 8.00
"	"	Valley View.	14	C. H. Kennell.	50	7.00 to 14.00
i Rouse's Pt., N. Y. (L. Champ's)	Rouse's Point, N. Y.	Holland House.	14			

1	Rouse's Point, N. Y.	Windsor Hotel	1/4 Geo. Howe	200	Apply
"	"	Massachusetts House	1/8 J. Cogan	40	10.00
"	"	Frontier House	1/8 C. A. Phillips	40	9.00
"	"	Hotel Montgomery	1/8 A. Conture	25	7.00 to 14.00
1	Rupert, Vt.	Webster House	1/8 R. H. McKinn	30	9.00
"	West Rupert, Vt.	Farm House	1/8 Jay Smith	10	5.00 to 8.00
"	Rupert, Vt.	Kinne House	1/8 Mrs. L. Kinne	10	5.00 to 7.00
"	"	Beebe House	1/8 Miss L. A. Beebe	10	5.00
"	"	Boarding House	1/8 G. B. Sheldon	6	Apply
1-k	Rutland, Vt.	Stockbridge House	1/8 R. Durkee	10	6.00
"	"	Bardwell House	1/8 Cramton & Carpenter	300	10.00 to 15.00
"	"	Bates House	1/8 A. H. Tuttle & Son	200	12.00 to 18.00
"	"	Berwick House	1/8 W. H. Valiquett	350	10.50 to 21.00
"	"	Killington Peak Hotel	1/8 Sam'l Brock	50	8.00 to 12.00
"	"	Brock House	1/8 Mrs. J. B. Page	100	Apply
"	"	Sycamore Lodge	1/8 Mrs. M. Russell	45	8.00 to 10.00
"	"	Maple Shade House	1/8 Mrs. J. M. Odenbreit	15	Apply
"	"	Boarding House	1/8 Mrs. Parsons	400	10.00
"	"	Mt. Spring House	1/8 F. Coxe	400	10.00
"	"	Lake Dunmore House	1/8 George A. Knapp	30	Apply
"	"	Belle Eau Grange	1/8 C. F. Davis	25	5.00 to 8.00
"	"	Glen Eyrie	1/8 Mrs. E. Conklin	12	Apply
"	"	Farm House	1/8 W. D. Van Wagner	15	Apply
"	"	"	1/8 W. M. Birdsell	20	Apply
"	"	"	1/8 J. C. Van Rensselaer	10	Apply
"	"	The Cedars	1/8 D. W. Riddle	125	17.50 to 40.00
"	"	Saranac Inn	1/8 Harlow H. Chandler	190	17.50 and upwards
"	"	Hotel Wawbeek	1/8 E. L. Pearse	100	21.00 to 28.00
"	"	Saranac Club	1/8 C. S. Simpson	40	Apply
"	"	Rustic Lodge	1/8 J. G. Conklin	50	10.00 to 14.00
"	"	Hiawatha House	1/8 G. C. Miller	6	8.00
"	"	Cottage	1/8 Eaton & Young	250	21.00 and upwards
"	"	Hotel Ampersand	1/8 John Harding	190	15.00 to 25.00
"	"	Hotel Algonquin	1/8 Nilo B. Miller	250	Apply
"	"	Saranac Lake House	1/8 Wreeter Denison	100	14.00 to 25.00
"	"	The Berkeley House	1/8 Wallace Murray	100	Apply
"	"	Riverside Inn	1/8 W. F. Roberts	15	10.00 to 15.00
"	"	Silver Maple Cottage	1/8 A. J. Baker	25	10.00 to 15.00
"	"	Linwood Cottage	1/8 F. Mantz	15	9.00 to 10.00
"	"	Baker Cottage	1/8 J. C. Morgan	35	10.00 to 20.00
"	"	The St. Bernard	1/8 Frank C. Morse	60	Apply
"	"	Franklin House	1/8 Wm C. Rice	30	Apply
"	"	Villa Dansey	1/8 J. O. Rice	12	22.00 to 17.50
"	"	Bread Cottage	1/8 Mrs. H. E. Cautwell	20	8.00 and upwards
"	"	Salmon Lodge	1/8 A. B. Moody	8	10.00 to 12.00
"	"	Villa Oildene			

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	AC-com.	TERMS PER WEEK.
7 Saratoga Lake, N. Y.....	Saratoga Lake, N. Y.....	Conklin House.....	1/2	Mrs. Conklin.....	10	\$12.00 to 15.00
"	"	Oliver Hill House.....	1/2	James Hughes.....	6	6.00
"	"	Private House.....	1/2	Mrs. F. R. Wagon.....	10	10.00 to 12.00
"	"	Spring Rock Cottage.....	1/2	Miss E. Wilcox.....	20	8.00 to 10.00
"	"	Private House.....	1/2	Rahman Reynolds.....	12	7.00 to 10.00
"	"	Owlsbury Cottage.....	1/2	Mrs. S. Jones.....	15	8.00 and upwards
"	"	Cedar Cottage.....	1/2	Mrs. S. Jones.....	25	8.00 and upwards
"	"	Hotel Del Monte.....	1/2	J. E. & W. H. Meagher.....	100	12.00 and upwards
"	"	Hotel St. Nicholas.....	1/2	G. S. Grice.....	25	6.00 and upwards
1 Saratoga, N. Y.....	Saratoga Springs, N. Y.....	United Union Hotel.....	1/2	Woolley & Garrison.....	1500	Apply
"	"	United States Hotel.....	1/2	Tompkins Gage & Perry.....	1000	Apply
"	"	Concord Hall.....	1/2	H. S. Clement.....	1000	1.00 to 28.00
"	"	The Clarendon.....	1/2	Root & Halsted.....	350	Apply
"	"	The Warden.....	1/2	W. W. Warden.....	300	17.50 to 21.00
"	"	Adelphi Hotel.....	1/2	J. P. Hayes.....	200	17.50 to 21.00
"	"	Summer Rest.....	1/2	M. E. Morse.....	100	10.00 to 17.00
"	"	Commercial Hotel.....	1/2	J. J. Wandell.....	125	Apply
"	"	Temple Grove House.....	1/2	C. F. Dowd.....	100	Apply
"	"	Mansion House.....	1/2	Hannah S. Paul.....	100	Apply
"	"	Congress Park House.....	1/2	H. W. Slocum.....	80	12.00 to 20.00
"	"	The Windsor.....	1/2	R. G. Smythe.....	300	Apply
"	"	Dr. Strong's.....	1/2	Dr. S. S. & S. E. Strong.....	150	15.00 to 21.00
"	"	The Heustia House.....	1/2	W. B. Heustis.....	150	7.00 to 14.00
"	"	The National.....	1/2	W. Gunther.....	50	12.00 to 20.00
"	"	Albemarle House.....	1/2	Wm. J. Riggs.....	30	8.00 to 15.00
"	"	The Columbian Place.....	1/2	Mrs. M. L. Weston.....	30	Apply
"	"	Washburne House.....	1/2	J. B. Nelson.....	150	Apply
"	"	Circular St. House.....	1/2	Sam'l O. Marsh.....	75	10.00 to 17.00
"	"	King Cottage.....	1/2	Mrs. A. King.....	25	10.00
"	"	Everett House.....	1/2	L. M. Suarez.....	100	Apply
"	"	Washington Hall.....	1/2	A. J. Starr.....	50	Apply
"	"	Broadway House.....	1/2	T. E. Hine.....	50	Apply
"	"	Spencer House.....	1/2	C. P. Spoon.....	60	Apply
"	"	The Linwood.....	1/2	S. M. Van Dusen.....	75	Apply
"	"	New York Hotel.....	1/2	L. J. Goshen.....	75	Apply
"	"	Boarding House.....	1/2	Mrs. J. J. Healy.....	50	10.00 to 15.00
"	"	Teft House.....	1/2	T. T. Teft.....	60	Apply
"	"	White Sulphur Spring Hotel.....	5	T. C. Luther.....	60	9.00 to 11.00
"	"	Columbian Hotel.....	1	A. S. Washburn.....	200	Apply
m Scarsdale, N. Y.....	Scarsdale, N. Y.....	Fair View Farm.....	1	P. O. Minnath.....	12	8.00 to 10.00
"	"	Hillside Villa.....	1	Charles W. Park.....	10	6.00 to 8.00
"	"	Highland Cottage.....	1/2	Mrs. C. Whitson.....	8	5.00 to 7.00

Address	Property	Owner	Assessed Value	Amount
Scarsdale, N. Y.	Farm House...	Mr. Jos. W. Sherwood	12	\$7.00
"	Hillside House	C. H. Thompson	18	Apply
"	Hotel...	C. H. Hughes	8	Apply
Shandaken, N. Y.	Palace Hotel	Wm. Whitney	190	Apply
"	Hotel Chardon	C. E. Walt	80	Apply
"	Whitney House	C. E. Wood	10	6.00 to 7.00
"	Cherry Lawn Villa	C. S. Whitney	15	Apply
"	Esopus Creek House	C. Van Valkenburg	30	6.00 to 8.00
"	Boarding House	C. B. Vorce	15	6.00 to 7.00
"	Deerfoot Cottage	E. Gilderalee	10	7.00 to 8.00
Lexington, N. Y.	Deerfoot Cottage	S. C. Chamberlin	60	7.00 to 8.00
"	Douglass House	Mrs. R. M. Douglas	90	7.00 to 9.00
"	Vly Mountain House	H. Roraback & Son	30	Apply
"	O'Hara House	B. O'Hara	135	Apply
"	Smith House	Geo. O'Hara	135	Apply
"	Lexington House	J. P. Van Valkenburg	30	Apply
"	Monroe House	J. M. Van Valkenburg	30	Apply
"	Boarding House	A. J. Pettit	35	Apply
"	Thompson House	C. A. Thompson	35	Apply
"	Kipp House	H. Kipp	65	Apply
"	Elm Tree House	Geo. D. Baldwin	30	8.00 to 10.00
West Kill, N. Y.	Echo Notch House	C. Kiley	40	Apply
"	Boarding House	Sherwood Deyo	25	Apply
"	Deyo House	Geo. A. Van Valkenburg	35	6.00 to 8.00
Bushnellville, N. Y.	Maple Grove House	J. B. Rider	25	7.00 to 8.00
"	Boarding House	Jeff. Mead	25	Apply
"	Garrison House	Mrs. W. Wright	40	6.00 to 9.00
"	Mt. Brook Cottage	C. Humphrey	25	Apply
West Kill, N. Y.	West Kill Cottage	La Rue Bros.	120	12.00 to 14.00
Sharon Springs, N. Y.	American Hotel	T. K. Sharp	150	12.00 to 16.00
"	Sharon House	D. L. Fethers	100	8.00 to 15.00
"	Fethers' Hotel	J. H. Gardner & Sons	500	17.50 to 21.00
"	The Pavilion	C. Sauer & Son	250	14.00 and upwards
"	Union Hotel	Albert Winne	60	12.00 to 14.00
"	Howland House	John W. Sharp	100	12.00 to 18.00
"	Mansion Hotel	C. M. Van Deusen	30	8.00 to 10.00
"	Hop Exchange Hotel	M. Sticht	50	10.00
"	New York House	J. Swift	20	10.00 to 12.00
"	Cottage House	Mrs. A. Low	15	10.00 to 14.00
"	Mrs. Low's Cottage	Mrs. S. F. Fonda	30	10.00 to 14.00
"	Fonda Cottage	F. Eigan	20	Apply
"	Van Buren Cottage	Wm. Morrell	20	12.00
"	Eigan Cottage	A. Sell	75	10.00 to 12.00
"	Tousley House			10.00 and upwards
"	Park House			

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta. n.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
i Sharon Springs, N. Y.	Sharon Springs, N. Y.	Hillier House.	1	Mrs. J. W. Harper.	20	\$8.00 to 12.00
"	"	Rose Lawn Cottage.	1	C. M. Mallett.	20	10.00 to 12.00
"	"	Hutt's Cottage.	1	Mrs. M. E. Hutt.	30	7.00 to 10.00
"	"	Rosenburg House.	1	J. Rosenberg.	50	20.00
"	"	Wild's Cottage.	1	Geo. W. Dempster.	18	7.00
"	"	Shaul's Cottage.	1	Mrs. E. Sigbee.	15	4.00 to 8.00
"	"	Wentworth Cottage.	1	H. Wentworth.	20	8.00 to 10.00
"	"	Harper's Cottage.	1	John K. Harper.	15	7.00 and upwards
"	"	Edredge House.	1	E. K. Eldredge.	25	8.00 to 10.00
"	"	Curry House.	1	P. Curry.	25	8.00
"	"	Wayside Cottage.	1	Wm. Harper.	12	7.00
"	"	Sharon Inn.	3	John G. Smith.	6	Apply
"	Sharon, Conn.	Private Residence.	3	Solomon Kirby.	70	Apply
"	"	Boarding House.	3	N. C. Wilson.	70	Apply
"	"	Silver Lake House.	3 1/2	Miss Laura Loucks.	10	8.00 to 10.00
"	"	Boarding House.	4	Mrs. E. B. Hamlin.	18	6.00 to 8.00
"	"	Private House.	"	A. Skiff.	15	Apply
"	"	Farm House.	"	Wm. Baker.	15	Apply
"	Sharon Valley, Conn.	Boarding House.	2 1/2	A. R. Woodward.	12	6.00 to 10.00
"	Sharon, Conn.	"	3 1/2	Geo. Pierce.	15	Apply
"	"	Farm House.	3	N. Barram.	25	Apply
"	Sheldon Springs, Vt.	Silver Mountain House.	3	Miss George Kirby.	35	Apply
A Shelomeko, N. Y.	Shelomeko, N. Y.	Keller's Cottage.	2 1/2	J. McKee.	40	5.00 to 7.00
"	"	Shelomeko House.	3	Mrs. B. Kellett.	15	5.00 to 7.00
"	"	Shelomeko House.	3	Mrs. E. Shannon.	15	5.00 to 7.00
"	"	Terrace Cottage.	1 1/2	D. C. Davis.	30	Apply
"	Shokan, N. Y.	High Point House.	1 1/2	C. E. K.	95	Apply
"	West Shokan, N. Y.	Farm House.	1/2	Harry Schmidt.	100	Apply
"	"	Hamilton House.	1/2	N. B. Crispell.	40	Apply
"	"	Farm House.	1/2	O. J. Hamilton.	95	Apply
"	"	"	1/2	C. H. Werdner.	95	10.00
"	"	Burgher House.	1	Isaac M. Davis.	25	6.00 to 8.00
"	"	Farm House.	2	J. M. & M. Burgher.	15	6.00 to 8.00
"	"	"	1	Thompson Eckert.	35	6.00 to 7.00
"	"	Mountain Gate.	1 1/2	N. B. Crispell.	40	6.00 to 7.00
"	"	Farm House.	1 1/2	E. R. Mathews.	30	6.00 to 8.00
"	"	"	1/2	Jno. Ennis.	10	Apply
"	"	"	1/2	Ira F. Davis.	15	7.00
"	"	"	1/2	A. Van Benaloten.	15	6.00 to 8.00
"	"	"	1/2	Wm. Buley.	90	6.00 to 7.00
"	"	"	1/2	Merritt Crispell.	10	6.00 to 7.00

u	Shokan, N. Y.	West Shokan, N. Y.	Farm House.....	Lewis Boice.....	15	Apply
"	"	"	Phillips House.....	O. A. Phillips.....	20	\$6.00 to 7.00
"	"	"	Bishop House.....	N. W. Bishop.....	10	6.00 to 7.00
"	"	"	Farm House.....	Richard Cole.....	15	6.00 to 7.00
"	"	Shokan, N. Y.	"	Miss A. M. Harlow.....	15	5.00 to 7.00
"	"	"	"	Mrs. Susan Eichler.....	100	7.00 to 8.00
"	"	"	Eichler House.....	1/2 Oliver Davis.....	20	7.00
"	"	"	Farm House.....	L. Boise.....	10	Apply
"	"	"	"	Mrs. F. Dunnigan.....	25	6.00
"	"	"	"	Jonathan Ennis.....	30	5.00 to 7.00
"	"	"	"	Mrs. C. Cobbe.....	30	6.00 to 8.00
"	"	"	"	Henry Boice.....	20	6.00 to 9.00
"	"	"	"	D. G. Hodges.....	15	7.00
"	"	"	"	Robt. Grey.....	8	6.00
"	"	Silvernails, N. Y.	"	J. A. Hicks.....	7	5.00 to 7.00
"	"	"	"	Jas. Fritts.....	4	5.50
"	"	"	"	Mrs. H. Wheeler.....	4	5.00
"	"	"	"	Mrs. J. C. Marks.....	7	5.00
"	"	Weatogue, Conn.	McLean's Seminary.....	J. B. McLean.....	40	10.00 to 12.00
"	"	"	Homesdow House.....	R. Case.....	12	10.00
"	"	"	Central House.....	Mrs. D. H. Holcomb.....	12	10.00
"	"	"	Boarding House.....	Mrs. Chas. Gilbert.....	40	8.00 to 10.00
"	"	Sing Sing, N. Y.	"	Mrs. M. T. Orser.....	8	6.00 to 7.00
"	"	"	Hotel Keenan.....	Peter J. Keenan.....	30	8.00 to 10.00
"	"	"	River View House.....	Mrs. James W. Ryder.....	30	6.00 to 8.00
"	"	"	Boarding House.....	Mrs. William O. Sutton.....	15	7.00 to 12.00
"	"	"	Woodside Villa.....	Mrs. R. S. Henning.....	25	7.00 to 12.00
"	"	"	American Hotel.....	A. V. Jennison.....	40	12.00 to 15.00
"	"	"	Crosier House.....	S. B. Crosier.....	30	6.00 to 10.00
"	"	Glen Haven, N. Y.	Glen Haven Sanitarium.....	Drs. Wm. C. Thomas & Mourin.....	300	10.00 to 14.00
"	"	Stancateles, N. Y.	Lake View House.....	Lewis H. Thayer.....	100	10.00 to 15.00
"	"	"	The Packwood.....	E. A. Andrews.....	25	6.00 to 8.00
"	"	Somers Centre, N. Y.	Farm House.....	J. H. Teed.....	6	Apply
"	"	"	"	Mrs. J. T. Griffin.....	20	Apply
"	"	"	"	R. B. Austin.....	10	Apply
"	"	South Berlin, N. Y.	Hotel McDonough.....	H. McDonough.....	5	Apply
"	"	"	Private Residence.....	Mrs. Chas. Lapham.....	4	Apply
"	"	"	Farm House.....	H. H. Jones.....	5	Apply
"	"	"	"	Mrs. Wm. R. Trowbridge.....	10	Apply
"	"	Wing's Station, N. Y.	Overlook Farm House.....	J. M. Wilcox.....	8	Apply
"	"	South Dover, N. Y.	Farm House.....	Patrick Quinlin.....	30	Apply
"	"	Poughquag, N. Y.	"	Mrs. H. E. Giddings.....	6	Apply
"	"	Gaylordville, Conn.	"	Sheldon G. Odell.....	4	Apply
"	"	Pleasant Ridge, N. Y.	"	Wm. H. Becker.....	10	Apply
"	"	Poughquag, N. Y.	"	Robt. J. Dennis.....	10	Apply
"	"	Pleasant Ridge, N. Y.	"	"	10	Apply

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continue d.

NAME OF PROPRIETOR.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	AC- com.	TERMS PER WEEK.
m South Dover, N. Y.	Wing's Station, N. Y.	Farm House.	2 1/2	Gilbert R. Sprague.	50	Apply
n Staatsburg, N. Y.	Staatsburg, N. Y.	"	2 1/2	M. F. Ackert.	25	Apply
"	Rhinecliff, N. Y.	"	3	James Still.	8	Apply
"	"	"	4	Albert G. Traver.	12	Apply
κ St. Albans, Vt.	St. Albans, Vt.	Welden House.	1 1/2	J. C. Finch.	400	Apply
"	"	American House.	5	J. J. Thompson.	100	Apply
"	"	Lake View House.	5	H. L. Samson.	50	Apply
"	"	Rocky Point House.	5	C. T. Knapp.	50	Apply
υ Stamford, N. Y.	Stamford, N. Y.	Numerous Private Board'g Houses				
"	"	Churchill Hall.		S. E. Churchill.	300	Apply
"	"	Hamilton House.		A. E. Tallmadge.	50	Apply
"	"	Greycourt Inn.		S. I. Brown.	70	Apply
"	"	Simpson Terrace.		Mrs. Rose C. Simpson.	75	Apply
"	"	The New Grant House.		J. P. & J. G. Grant.	100	Apply
Β-R Stanfordville, N. Y.	Stanfordville, N. Y.	Farm House.	4	O. P. Waltemire.	12	\$5.00 to 6.00
"	Bull's Head, N. Y.	"	3	W. M. Wright.	20	5.00 to 6.00
"	Hangall, N. Y.	"	at sta.	Geo. Hyde.	20	4.00
"	Bull's Head, N. Y.	"	3	A. D. Burhans.	20	6.00
"	Hangall, N. Y.	"	1	Mrs. Jno. McLaughlin.	12	7.00
"	Stanfordville, N. Y.	Boarding House.	1 1/2	Frank Knickerbocker.	6	7.00
"	Hull's Mills, N. Y.	Farm House.	3 1/2	R. Tallmadge.	12	6.00
"	Stanfordville, N. Y.	"	1	Albert Knapp.	10	6.00
"	Hangall, N. Y.	"	2	Perry Green.	10	6.00
"	Stanfordville, N. Y.	Locust Grove House.	1/2	R. A. Husted.	30	5.00
τ Stephentown, N. Y.	Stephentown, N. Y.	Boarding House.	1 1/2	E. Tallmadge.	8	6.00
"	"	Waverbit Hotel.	1 1/2	M. A. Daniels.	20	Apply
"	"	Private Residence.	1 1/2	H. Conklin.	4	Apply
σ Stissing, N. Y.	Stissing, N. Y.	Farm House.	2 1/2	W. T. Chase.	6	Apply
"	"	Boarding House.	1 1/2	E. H. Cox.	10	Apply
"	"	Farm House.	1 1/2	Peter Sharfer.	4	5.00 to 7.00
ο St. Johnsville, N. Y.	St. Johnsville, N. Y.	Boarding House.	1 1/2	A. Moore.	10	Apply
"	"	"	1 1/2	Peter A. Sanders.	4	7.00
"	"	"	1 1/2	Mrs. E. Bates.	4	4.50 to 7.00
"	"	"	1 1/2	Mrs. Clifford Snell.	4	4.50 to 7.00
"	"	"	1 1/2	Mrs. D. R. Hicks.	4	4.50 to 7.00
"	"	"	1 1/2	Mrs. L. M. Klock.	4	4.50 to 7.00
ρ Stottville, N. Y.	Stottville, N. Y.	Columbia Springs House.	1	Fessenden.	75	Apply
κ St. Regis Falls, N. Y.	St. Regis Falls, N. Y.	Waverly House.	at sta.	J. C. McGrath.	30	Apply
σ Stuyvesant Falls, N. Y.	Stuyvesant Falls, N. Y.	Mountain View House.	9	D. J. McNeil, Jr.	35	Apply
"	"	Trout Lake House.	10	A. Prentiss.	35	Apply
ρ Stuyvesant Falls, N. Y.	Stuyvesant Falls, N. Y.	Miner House.	1 1/2	Henry E. Miner.	15	6.00 to 8.00

Swanton, Vt.	Hotel Champlain.	C. F. Smith.	100	Apply
A Taughannock Falls, N. Y.	Taughannock House.	H. D. Fear.	100	\$3.00
Tannersville, N. Y.	Mountain Summit House.	Mrs. S. Mulford.	200	Apply
"	Rogers's Mountain Hotel.	W. P. Ellis.	150	10.00 to 15.00
"	Campbell House.	Nelson Campbell.	100	10.00 to 15.00
"	Pleasant View House.	Chas. L. Ford.	125	10.00 to 15.00
"	Waverly House.	Watson Mulford.	125	Apply
"	Mansion House.	Geo. Campbell.	150	9.00 to 12.00
"	Blythwood.		125	Apply
"	Hotel Belvidere.	Mrs. Steinwig.	100	Apply
"	Gilbert House.	D. O. Study.	100	12.00 to 15.00
Tariffville, Conn.	Thun's House.	Mrs. O. Rees.	40	Apply
North Tarrytown, N. Y.	Hollybrook Cottage.	Clah W. Horton.	12	Apply
"	Castro Villa.	H. B. Vaughan.	100	7.00
"	Most House.	N. B. Alexander.	100	10.00 to 15.00
"	Franklin House.	Geo. W. Cook.	100	10.00 to 12.00
"	Windsor House.	W. F. Wood.	100	10.00 to 12.00
Ticonderoga, N. Y.	Hotel Burlington.		100	7.00 to 12.00
"	Old Fort Ticonderoga Hotel.	W. C. Callahan.	100	5.00 to 15.00
"	Pyramid Lake House.	N. H. Morgan.	50	5.00 to 15.00
"	Hall's House.	Misses Gilligan.	12	8.00 to 12.00
"	Boarding House.	J. H. Comeaky.	25	5.00 to 6.00
Paradox, N. Y.	Lake View House.	P. Overbaugh.	15	Apply
Ticonderoga, N. Y.	Tivoli Hotel.	Mrs. C. E. Rivenburgh.	12	5.00 to 6.00
Tilly Foster, N. Y.	Private House.	P. H. Potts.	6	5.00
Tivoli, N. Y.	Pott's Hotel.	Mrs. J. Saulpaugh.	12	5.00 to 6.00
"	Madalin Hotel.	Mrs. Homer Thayer.	12	5.00
"	Private House.	Maria Moore.	30	14.00 to 20.00
Trenton Falls, N. Y.	Moore's Hotel.	C. E. Moore.	100	10.00 to 12.00
"	Kauyahora House.	D. V. Manchester.	10	7.00
Trenton Falls, N. Y.	Boarding House.	R. Conyne.	12	7.00
"	Karlton House.	L. Simmons.	12	7.00
"	Hotel Lucius.	Odelia Eibele.	30	8.00 to 10.00
Tuckahoe, N. Y.	Paulding Manor.	Mrs. M. G. Browne.	30	7.00 to 12.00
"	Hill Rest.	J. H. & T. L. Wier.	50	8.00 to 12.00
Tupper Lake, N. Y.	Hotel Altamont.	Mart Moody.	50	10.00 to 12.00
"	Moody's.	P. A. Robbins.	50	12.00
"	Hamilton House.	P. M. Freeman.	5	7.00 to 10.00
"	Boarding House.	J. H. Sampson.	6	6.00 to 10.00
"	Raquette Pond.	J. H. Wheeler.	20	7.00
"	Cottage.	Thos. O'Hara.	20	7.00 to 9.00
"	Farm House.	Mrs. J. M. Odenbreit.	15	6.00 to 7.00
Twin Lakes, Conn.	U. S. Hotel.	Anthony Marquet.	25	5.00 to 8.00
"	Union Hotel.	Joseph Childs.	20	5.00 to 7.00
Valatie, N. Y.	American House.	Sylvester Clapper.	20	5.00 to 7.00

For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	POST-OFFICE.	AG. com.	TERMS PER WEEK.
d Valatie, N. Y.	Valatie, N. Y.	Miller Farm.	1	M. & A. Miller	10	\$5.00 to 6.00
"	"	Boarding House.	1	Harry Silvermail.	8	5.00 to 7.00
z Van Cortlandt, N. Y.	King's Bridge.	Corning Villa	1	Mrs. D. Johnson.	12	5.00 to 7.00
A Verbank, N. Y.	Verbank Village, N. Y.	Private House.	1	Mrs. A. E. Palmer.	10	6.00 to 7.00
"	Verbank, N. Y.	Maple Shade Hotel.	2	S. Scott	25	5.00 to 7.00
"	"	Farm House.	2	S. V. Loece.	14	4.50 to 5.50
"	"	"	1	J. McKeivitt.	6	6.00
κ Vergennes, Vt.	Vergennes, Vt.	Stevens House.	1	Mrs. R. L. Sherman.	20	5.00
"	"	"	1	S. S. Gaines	100	8.00 to 12.00
"	"	American House.	1	G. E. Stone	40	5.00 to 10.00
Wakefield, N. Y.	Wakefield, N. Y.	Nereid Hotel.	1	C. H. Colson.	30	5.00
Wassaic, N. Y.	Wassaic, N. Y.	Cottage.	2 1/2	John Diehl.	10	5.00 to 8.00
"	"	Pleasant View House.	at sta.	Mrs. Brogan.	10	6.00
"	"	Farm House.	4	Enoch Tompkins	25	5.00
"	"	Wassaic House.	1	Mrs. F. D. Benson.	6	7.00
"	"	Lake View.	1	Isaac Sisson.	6	6.00
"	"	Cottage.	1 1/2	G. H. Gazely	30	5.00 to 8.00
"	"	Woodruff House.	1 1/2	A. E. Hall.	6	Apply
"	"	Otis House.	1 1/2	T. Benson.	6	Apply
"	"	Kirby House.	at sta.	A. L. Husted	10	Apply
"	"	Crownier House.	1 1/2	C. E. Hungerford	150	14.00 to 20.00
"	"	Harris House.	1 1/2	A. D. Williams & Co.	150	12.00 to 18.00
"	"	City Hotel.	1 1/2	A. D. Williams & Co.	100	7.00 to 12.00
"	"	American Hotel.	1 1/2	Wildor Bro.	90	7.00 to 10.00
"	"	Waterbury House.	1 1/2	H. C. Rhubar.	60	5.00 to 7.00
"	"	Overlook Mountain House.	1 1/2	Jno. McKinley.	30	4.00 to 5.00
"	"	Boarding House.	1 1/2	Jos. Marrian.	30	4.00 to 5.00
"	"	"	1 1/2	B. Barrett & Son.	100	7.00 to 10.00
κ Waterbury, Vt.	Waterbury, Vt.	Cooper House.	9	George Vead.	250	Apply
u West Hurley, N. Y.	Woodstock, N. Y.	"	7	Wm. F. Van Etten.	75	7.00 to 12.00
"	"	"	3 1/2	James Lasher.	75	7.00 to 10.00
"	"	"	5	Frederick Cooper.	12	7.00 to 10.00
"	"	"	5	E. B. Brown.	15	5.00 to 10.00
"	"	"	5	J. B. Powell.	150	10.00 to 15.00
"	"	"	2	W. H. Nichols.	60	7.00 to 8.00
"	"	"	2	M. A. Daniels.	80	8.00 to 10.00
"	"	"	1	M. O. C. Daniel.	75	8.00 to 12.00
"	"	"	24	St. Robert's Inn.	145	Apply
"	"	"	22	Eates House.	300	5.00 to 35.00
"	"	"	20	G. W. Egglefield	185	8.00 to 12.00
"	"	"	7	Orlando Kellogg.	200	Apply
"	"	"	7	"	200	10.00 to 15.00

1 Westport, N. Y.	Elizabethtown, N. Y.	Maplewood Farm.....	8 E. J. Conrod.....	14	\$7.00 to 10.00
"	"	Nelson House.....	7 Mrs. S. Lamson.....	150	Apply
"	"	Pine Grove House.....	7 W. W. Sellingham.....	25	8.00 to 10.00
"	Keene Valley, N. Y.	Maplewood Inn.....	7 C. W. Jenkins.....	180	10.00 to 12.00
"	Keene, N. Y.	Aldrock House.....	20 Solomon Kelley.....	185	Apply
z West Somers, N. Y.	West Somers, N. Y.	Willy House.....	W. Frey Willy.....	80	Apply
"	"	Farm House.....	W. F. Inard.....	5	6.00
"	"	"	C. F. Lyons.....	7	7.00
r West Winsted, Conn.	West Winsted, Conn.	Palmer House.....	at sta. E. Palmer.....	6	7.00
"	Winsted, Conn.	Beardsley House.....	G. H. Spencer.....	100	and upwards
p White Lake, N. Y.	White Lake Corners, N. Y.	Boarding House.....	Geo. W. Lee.....	25	Apply
"	"	Sunder's Hotel.....	1/2 Phil Studer.....	35	5.00
"	"	Spinning House.....	1/2 J. H. Van Dyke.....	25	10.00
"	"	Hulser House.....	2 J. F. Hulser.....	18	6.00
"	White Plains, N. Y.	Boarding House.....	Mrs. E. W. Shaw.....	16	8.00 to 12.00
"	"	Carpenter House.....	3/4 Ziba Carpenter.....	30	7.00 to 12.00
"	"	Boarding House.....	1/2 Mrs. J. E. Carpenter.....	14	7.00
"	"	Farm House.....	1/2 Mrs. W. H. Tompkins.....	6	8.00
"	"	Private Residence.....	1/2 Mrs. J. H. Lewis.....	8	8.00 to 10.00
"	"	Woodside Cottage.....	1/2 Mrs. H. E. Archer.....	10	8.00 to 15.00
"	"	Orawaupum Hotel.....	at sta. Stanley F. Newell.....	16	10.00 to 15.00
"	"	Farm House.....	2 J. Horton Carpenter.....	2	6.00
"	"	Private House.....	1/2 Mrs. S. Barnes.....	14	Apply
"	Port Chester, N. Y.	Alderney Farm.....	1/2 W. L. Chester.....	12	8.00 to 10.00
"	"	Private Residence.....	3/4 Mrs. A. M. Clark.....	30	Apply
"	"	Farm House.....	Solomon S. Mead.....	30	Apply
"	Manaroneck, N. Y.	Private Residence.....	Mrs. S. L. Simons.....	10	5.00
"	Purchase, N. Y.	Farm House.....	Mrs. D. T. Craft.....	20	8.00
"	"	"	Josiah Andrews.....	30	10.00 to 12.00
"	White Plains, N. Y.	Carlton Arms.....	3 John C. Haviland.....	60	and upwards
"	"	Leland's Hotel.....	3/4 B. F. Ager & Co.....	50	Apply
o Whitesboro, N. Y.	Whitesboro, N. Y.	Whitesboro Sanitarium.....	1/2 V. B. Leland.....	25	7.00 to 12.00
z Whitsons, N. Y.	Whitsons, N. Y.	Boarding House.....	1/2 J. S. Barleys.....	20.00 per month	
"	"	"	1/2 J. H. Whitson.....	4.50	
"	"	"	1/2 Jessie Bishop.....	4.50	
"	"	"	1/2 J. S. Bayles.....	Apply	
"	Willard, N. Y.	Willard Hotel.....	2 J. H. Prager.....	50	4.00
r Winsted, Conn.	Winsted, Conn.	Central House.....	1/2 A. M. Grant.....	25	7.00
"	"	Hotel Andrews.....	3/4 C. B. Andrews.....	100	8.00 to 12.00
"	Yonkers, N. Y.	Winsted House.....	1/2 J. S. Bailey.....	70	5.00 and upwards
"	"	Arlington Inn.....	3/4 Mrs. Fletcher.....	12	7.00 to 12.00
"	"	Boarding House.....	1/2 J. G. Shrive.....	12	6.00 to 10.00
"	"	Gerty House.....	1/2 C. W. Johnson.....	125	9.00 and upwards
"	"	The Glenwood.....	1 1/2 James Holian.....	100	7.00 to 15.00

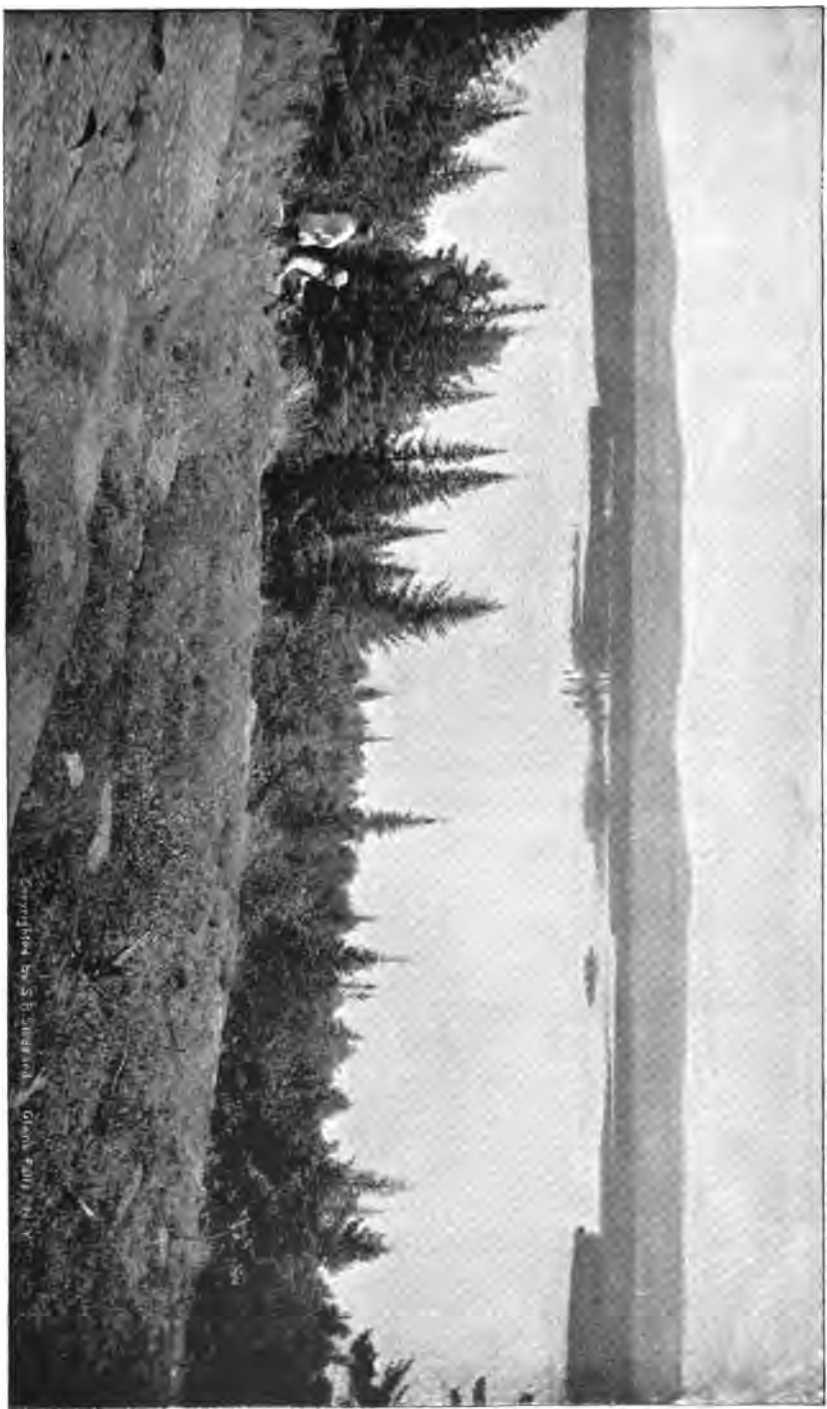
For explanation of reference marks in left-hand margin see page 340.

List of Hotels, Boarding Houses and Farm Houses taking Summer Boarders.—Continued.

RAILWAY STATION.	POST-OFFICE.	NAME OF HOUSE.	Miles From Sta. h.	NAME OF PROPRIETOR.	AC- COM.	TERMS PER WEEK
N Yonkers, N. Y.	Yonkers, N. Y.	Hotel Yonkers Hotel	1	Julius Hermann.	15	\$6.00 to 8.00
"	"	Private "	1	John G. Walker.	30	6.00 to 8.00
"	"	"	1	Mrs. M. C. Curry.	10	6.00 to 10.00
2 Yorktown, N. Y.	Yorktown Heights, N. Y.	Pleasant View.	1	Anna Hyde.	15	6.00 to 10.00
"	"	Whitney House.	near	Jacob Mekeel.	10	6.00 to 8.00
"	"	Farm House.	1 1/2	J. H. Palmer.	20	6.00 to 10.00
"	"	"	2 1/2	J. L. Bassett.	6	7.00
"	"	"	2 1/2	E. K. Horton.	8	7.00
"	"	Summit Farm.	3	P. B. Curry.	20	7.00 to 8.00
"	"	Farm House.	2 1/2	James M. Hart.	6	7.00
"	"	"	1 1/2	E. L. Purdy.	30	6.00 to 8.00
"	"	Turkey Mt. Farm.	1 1/2	Geo. J. Griffin.	20	6.00 to 8.00
"	"	Cottage	near	Mrs. M. Potter.	6	6.00 to 8.00
"	"	Farm House.	2	Mrs. Sarah Mead.	12	6.00 to 10.00
"	"	"	1	J. W. Bennett.	8	6.00 to 8.00
0 Yost's, N. Y.	Randall, N. Y.	Boarding House	1	J. P. Marvin.	4	5.00

In the "Four-Track Series" issued by the New York Central, are books on Saratoga, Lake George, Lake Champlain, The Thousand Islands, Adirondack Mountains, The Lake Region and Niagara Falls, these resorts being thoroughly descriptive and illustrated; also the principal hotels.

A copy of any of these books will be sent by mail, free, post-paid, to any address in the world, on receipt of two 2-cent stamps by GEORGE H. DANIELS, General Passenger Agent, Grand Central Station, New York.



RAQUETTE LAKE FROM THE CRAGS, REACHED BY THE ADIRONDACK DIVISION OF THE NEW YORK CENTRAL.

COMPARATIVE TIME AND DISTANCE TABLE.

From Prominent Stations on the New York Central & Hudson Railroad to the Famous Health and Pleasure Resorts of New York State and Canada.

From.....	New York.			Albany.			Utica.			Syracuse.			Rochester.			Buffalo.			NIAG. FALLS.		
	Dis.	Time.		Dis.	Time.		Dis.	Time.		Dis.	Time.		Dis.	Time.		Dis.	Time.		Dis.	Time.	
		Miles.	Hours.		Miles.	Hours.		Miles.	Hours.		Miles.	Hours.		Miles.	Hours.		Miles.	Hours.		Miles.	Hours.
TO																					
Adirondack Mountain Resorts, reached via Adirondack Division New York Central:																					
Childwold.....	331	8	37	188	5	30	121	3	55	174	5	20	255	7	30	323	9	30	331	10	30
Fulton Chain.....	282	6	38	139	4	25	72	2	25	125	3	50	206	6	20	274	8	20	282	9	20
Honedaga.....	260	5	48	113	3	25	46	1	25	99	2	50	180	5	20	248	7	20	260	8	20
Hotel Childwold.....	336	9	10	153	6	30	126	4	25	179	5	50	260	8	30	328	10	30	336	11	30
Lake Placid.....	379	10	20	227	7	20	160	4	25	213	7	10	290	9	20	362	11	30	370	12	20
Loon Lake.....	372	9	53	229	6	55	162	5	20	215	6	45	295	8	55	364	10	55	372	11	55
Loon Lake House.....	375	10	20	232	7	15	165	5	20	218	7	5	299	9	15	367	11	35	375	12	15
Malone.....	397	10	50	261	7	30	187	5	55	240	7	20	321	8	30	389	11	30	397	12	30
Meacham Lake.....	376	11	30	233	8	40	166	7	5	219	8	30	300	10	40	368	12	40	376	13	40
Mirror Lake.....	379	10	20	227	7	20	160	5	45	213	7	10	294	9	20	362	11	30	370	12	20
Montreal.....	474	13	20	331	10	20	264	8	25	317	9	50	398	12	40	466	14	20	474	15	20
Ottawa.....	478	15	20	335	12	20	268	10	25	321	11	50	402	14	20	470	16	20	478	17	20
Paul Smith's.....	361	9	30	218	6	20	151	4	45	204	6	10	285	8	20	353	10	20	361	11	20
Paul Smith's Hotel.....	365	10	20	222	6	40	155	5	5	208	6	30	280	8	40	357	10	40	365	11	40
Rainbow Lake.....	364	9	35	164	7	30	154	4	55	207	6	20	288	8	30	356	10	30	364	11	30
Raquette Lake.....	307	12	10	164	7	20	97	4	25	150	5	50	231	11	20	299	13	20	307	14	20
Saranac Inn.....	352	9	18	209	6	10	142	4	25	195	5	50	285	8	10	344	10	20	352	11	10
Saranac Inn (Hotel).....	353	9	28	210	6	10	143	4	35	196	6	20	286	8	10	345	10	30	353	11	10
Saranac Lake.....	361	9	40	218	6	50	151	5	15	204	6	40	285	8	50	353	10	50	361	11	50
Trepper Falls.....	348	7	5	105	2	45	38	1	10	91	2	35	172	4	55	240	6	45	248	7	45
Tupper Lake.....	339	8	40	196	5	55	129	4	20	182	5	45	263	7	55	331	9	55	339	10	55
Wabesack.....	361	10	20	218	6	30	151	5	15	204	6	40	285	8	50	353	10	50	361	11	50
Saratoga, Lake George and other Northern Resorts:																					
Ausable Chasm.....	300	10	20	158	6	20	215	8	20	209	9	45	349	12	30	417	14	45	426	16	20
Baldwin.....	245	10	20	100	6	20	160	8	20	215	10	15	295	12	30	363	14	30	372	15	20
Ballston.....	173	4	45	31	1	30	93	3	15	146	4	45	226	7	20	294	9	20	303	9	45
Blue Mountain House.....	431	12	30	289	9	15	194	6	30	197	7	20	236	9	30	350	10	15	338	11	15
Blue Mountain Lake.....	267	14	25	10	30	186	14	15	240	14	45	340	17	30	388	19	30	397	21	15	
Blue Point (Hotel Champlain).....	306	10	30	164	7	20	224	8	20	279	9	30	337	12	30	410	14	40	419	15	20
Bolton.....	224	8	15	81	4	20	143	6	30	196	8	15	276	10	30	345	12	30	353	13	30
Burlington.....	308	9	15	166	5	15	236	8	45	289	10	30	369	13	15	438	15	30	446	15	30
Caldwell.....	214	7	11	71	3	10	133	5	30	186	7	15	266	9	30	335	11	30	343	12	20
Crown Point.....	242	11	15	110	7	15	173	9	45	226	11	30	306	13	45	374	15	45	383	16	30
Elizabethtown.....	278	10	20	136	6	20	168	7	45	250	9	30	331	12	15	399	14	30	408	15	45
Fort Ticonderoga.....	241	10	30	99	6	30	162	9	20	215	10	45	295	13	20	363	15	30	372	15	45
Hadley (Luzerne).....	202	7	10	60	2	45	122	7	20	175	8	30	255	11	20	323	12	45	332	14	30
Hotel Champlain (Bluff Point).....	306	10	30	164	7	20	225	8	20	279	9	30	337	12	30	410	14	40	419	15	20
Hulet's Landing.....	236	9	53	93	5	15	155	7	30	208	9	15	288	11	30	357	13	30	365	14	15
Kattskill.....	217	7	30	74	3	30	136	6	20	189	7	45	269	10	20	338	12	30	346	12	45
Keeseville.....	302	10	20	160	6	20	217	8	20	271	10	20	351	12	45	419	15	30	428	16	20
Luzerne (Hadley).....	202	7	10	60	2	45	122	7	20	175	8	30	255	11	20	323	12	45	332	14	30

AMERICAN TIME AND DISTANCE TABLE.

"DISTANCES ARE MEASURED NOT IN MILES BUT IN HOURS."

FROM	TO	MILES.	HOURS.	FROM	TO	MILES.	HOURS.
NEW YORK.....	Philadelphia.....	91	2	CINCINNATI.....	Louisville.....	110	3½
	Albany.....	143	2¼		Indianapolis.....	111	3¼
	Troy.....	148	3		Chicago.....	298	8¼
	Saratoga.....	180	5		St. Louis.....	341	10½
	Baltimore.....	187	4		New Orleans.....	826	28
	Washington.....	230	5		Memphis.....	487	17½
	Boston.....	234	5		Little Rock.....	686	23
	Utica.....	238	4½		Charleston.....	799	24½
	Syracuse.....	291	5½		Richmond.....	515	20¼
	Montreal.....	384	13½		Savannah.....	808	24½
	Rochester.....	371	7½	BUFFALO.....	Jacksonville.....	827	25
	Buffalo.....	440	8½		Kansas City.....	624	20½
	Niagara Falls.....	462	9½		Denver.....	1382	47½
	Pittsburgh.....	445	10½		Galveston.....	1496	58½
	Toronto.....	546	16		Pittsburgh.....	269	10½
	Cleveland.....	623	14¼		Harrisburg.....	313	12
	Columbus.....	640	19¼		Baltimore.....	397	15
	Detroit.....	691	16		Philadelphia.....	418	15¼
	Toledo.....	736	17½		Washington.....	440	17
	Cincinnati.....	758	23		Richmond.....	556	21
CHICAGO.....	Ft. Wayne.....	765	20		Charleston.....	1013	35
	Indianapolis.....	826	22½		Savannah.....	1128	37½
	Louisville.....	868	26	NIAGARA FALLS.....	Buffalo.....	24	1
	Chicago.....	980	25		Rochester.....	93	2½
	Nashville.....	1053	30		Syracuse.....	173	4
	Milwaukee.....	1065	28		Albany.....	321	7
	St. Louis.....	1066	30½		New York.....	464	10½
	New Orleans.....	1584	49		Boston.....	523	13½
	Rock Island.....	181	5½		Detroit.....	178	5
	Dubuque.....	199	7		Chicago.....	514	13
	St. Louis.....	283	10½		Toledo.....	208	4½
	St. Paul.....	410	13½		Cleveland.....	346	8½
ST. LOUIS.....	Minneapolis.....	420	14		Columbus.....	757	19
	Kansas City.....	458	15		Cincinnati.....	867	15½
	Council Bluffs.....	484	15		Louisville.....	491	8
	Omaha.....	491	15½		Indianapolis.....	756	15½
	Denver.....	1028	38½		Philadelphia.....	458	12½
	Helena.....	1540	60		Washington.....	17	
	Salt Lake City.....	1560	51		Baltimore.....	186	15¼
	San Francisco.....	2418	83		Toronto.....	83	4
	Portland.....	3297	100		Montreal.....	416	14½
BOSTON.....	Kansas City.....	283	9½		Kansas City.....	488	17
	St. Joseph.....	308	11		Omaha.....	493	15½
	Memphis.....	311	11		St. Paul.....	409	13½
	Topeka.....	344	11		Rock Island.....	181	5
	Little Rock.....	345	13½		Milwaukee.....	85	2½
	St. Paul.....	571	23½		Nashville.....	766	21½
	Minneapolis.....	581	24		New Orleans.....	1300	41
	New Orleans.....	700	27	KANSAS CITY.....	Chicago.....	458	15
	Denver.....	922	33		St. Louis.....	283	9½
	Salt Lake City.....	1657	68		St. Paul.....	565	20½
	City of Mexico.....	1924	94		Minneapolis.....	575	21¼
	San Francisco.....	2400	106		Council Bluffs.....	191	6½
	Portland, Me.....	116	4		Omaha.....	191	7
	Augusta, Me.....	178	7¼		Denver.....	639	18½
	Albany.....	202	6		Salt Lake City.....	1298	41½
	Montreal.....	413	20½		San Francisco.....	2156	61½
	Quebec.....	433	20		Portland.....	2050	70½
	Toronto.....	605	19		Galveston.....	865	35½

FOREIGN TIME AND DISTANCE TABLE.

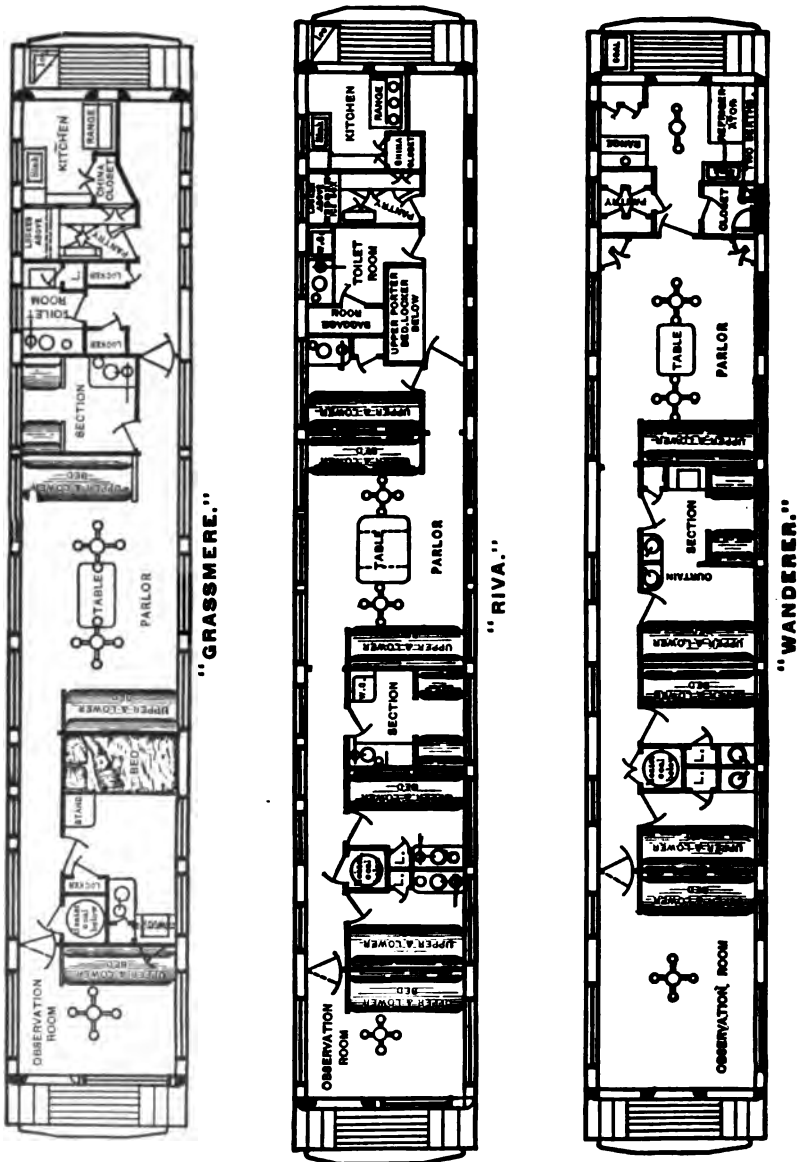
"DISTANCES ARE MEASURED NOT IN MILES BUT IN HOURS."

	Miles	Hours.		Miles	Hours.
From LONDON to			From BREMEN to		
Aberdeen.....	539½	11½	Brussels.....	319	12
Birmingham.....	113	2½	Cologne.....	207	5
Bristol.....	118½	2½	Hamburg.....	71	1½
Carlisle.....	299¼	6½	Hanover.....	69½	2
Chester.....	179	4	From COLOGNE to		
Dublin.....	334	10½	Amsterdam.....	151	5¼
Edinburgh.....	400	8½	Antwerp.....	134	5¼
Glasgow.....	401½	8½	Bale.....	275½	8¼
Holyhead.....	263¼	6	Berlin.....	362½	9½
Hull.....	181	5	Frankfort o-M.....	136½	4
Inverness.....	594	15	Heidelberg.....	172½	7
Leeds.....	186¼	4	Leipsic.....	372½	11
Leicester.....	90¼	2	Munich.....	388	12½
Liverpool.....	200¼	4¼	Vienna.....	593	17½
Manchester.....	183½	4¼	From HAMBURG to		
Newcastle.....	272	5½	Brussels.....	397	12½
Northampton.....	65¼	1½	Christiania.....	631½	31
Perth.....	450	9½	Copenhagen.....	219½	13
Plymouth.....	229¼	5½	Stockholm.....	623½	38
Preston.....	200	4¼	From ROME to		
Sheffield.....	158½	3¼	Brindisi.....	387½	14
Southampton.....	78¼	1¼	Florence.....	195½	5¼
York.....	188¼	3¼	Genoa.....	310½	10
From BORDEAUX to			Naples.....	161½	5¼
Barritz.....	129	3¼	Venice.....	377½	15½
Cette.....	295¼	7½	From LONDON to		
Lourdes.....	165	5¼	Paris via Newhaven and Dieppe....	244	9½
Marseilles.....	408½	12	Paris via Folkestone and Boulogne..	255	7½
Pau.....	144½	4½	Paris via Dover and Calais.....	283	8
From PARIS to			From MADRID to		
Aix-les-Bains.....	361½	9½	Barcelona.....	441	20
Bale.....	326	10½	Lisbon.....	412	19
Berlin.....	664½	20	Seville.....	356	15
Berne.....	356	12¼	From VIENNA to		
Bordeaux.....	363½	8½	Breslau.....	279½	9½
Cherbourg.....	230½	8	Buda-Pesth.....	163½	4½
Cologne.....	207	10	Constantinople.....	1152½	48
Constantinople.....	1857	68	Dresden.....	322½	10½
Geneva.....	388	10¼	Nuremburg.....	318½	10½
Havre.....	141½	3½	Prague.....	217½	6½
Lausanne.....	328	11¼	St. Petersburg.....	1128½	49½
Lisbon.....	1316	42	Trieste.....	370	14
Lyons.....	317½	6	Venice.....	462½	16½
Madrid.....	907½	26	Warsaw.....	436	18
Marseilles.....	535½	13½	From ST. PETERSBURG to		
Munich.....	586	18½	Moscow.....	401	14
Nice.....	674½	18½	Riga.....	464½	21
Rome.....	901	33	From BRUSSELS to		
Straasburg.....	311	9¼	Antwerp.....	27½	1
From BERLIN to			Bale.....	366	11
Amsterdam.....	402½	12½	Berlin.....	506	16
Bremen.....	211	7½	Cologne.....	139	5
Breslau.....	204½	6	Paris.....	193	5
Cassel.....	235½	7	Straasburg.....	277	8¼
Dresden.....	116½	3½	From MUNICH to		
Hamburg.....	177½	3½	Bayreuth.....	219	6
Hanover.....	158½	4½	Dresden.....	300	13
Riga.....	762	28	Leipsic.....	300	10
St. Petersburg.....	1016	33	Nuremburg.....	123½	4
From MILAN to			Prague.....	871½	10½
Brindisi.....	606	21½	Stuttgart.....	140½	4½
Florence.....	216	7	Vienna.....	266	8
Munich.....	377	17½			
Naples.....	573	22			
Rome.....	411½	12¼			
Venice.....	165	5½			



DIAGRAMS OF PRIVATE CARS FOR CHARTER BY THE WAGNER PALACE CAR COMPANY.

(SEE OPPOSITE PAGE FOR DESCRIPTION.)



NEW SLEEPING CARS FOR CHARTER.

Magnificent new Drawing Room or Sleeping Cars will be chartered for the accommodation of large parties upon application to any of the representatives of the Wagner Palace Car Company, or the New York Central & Hudson River Railroad Company, whose addresses appear on opposite page.

ROYAL TRAVELING FACILITIES.

Private Cars for Charter :

To Families and
Special Parties.

THE WAGNER PALACE CAR COMPANY, with an enterprise that has marked every branch of its excellent service during the past two years, has placed in service on the New York Central & Hudson River Railroad and connecting lines throughout the United States and Canada, a number of private or special cars that are indisputably more comfortable in arrangement and more luxurious in appointments than any similar cars ever before offered for charter.

Diagrams, showing the interior arrangement of three of these cars, are presented on the opposite page, in order to convey an adequate idea of the conveniences provided for the comfort of the occupants of cars of this description, whether for a long or a short journey. Diagrams of other cars will be furnished on application.

The demand from families, private parties and theatrical stars for the private cars owned by the WAGNER PALACE CAR COMPANY is steadily increasing, and for a party making an extended trip no other mode of traveling is at all comparable.

These private cars have been constructed upon plans approved by experienced travelers, so as to insure all the comforts of a home or a first-class hotel that it is possible to realize in so restricted a space. They have large saloons or parlors, furnished with luxurious movable chairs, tables, reading lamps, etc. The private bedrooms have large beds and toilet conveniences.

The kitchen is fully equipped, and experienced cooks, waiters and porters accompany the cars.

If desired, the Company supplies the commissariat at cost, or persons chartering a private car have the privilege of making their own arrangements for supplies.

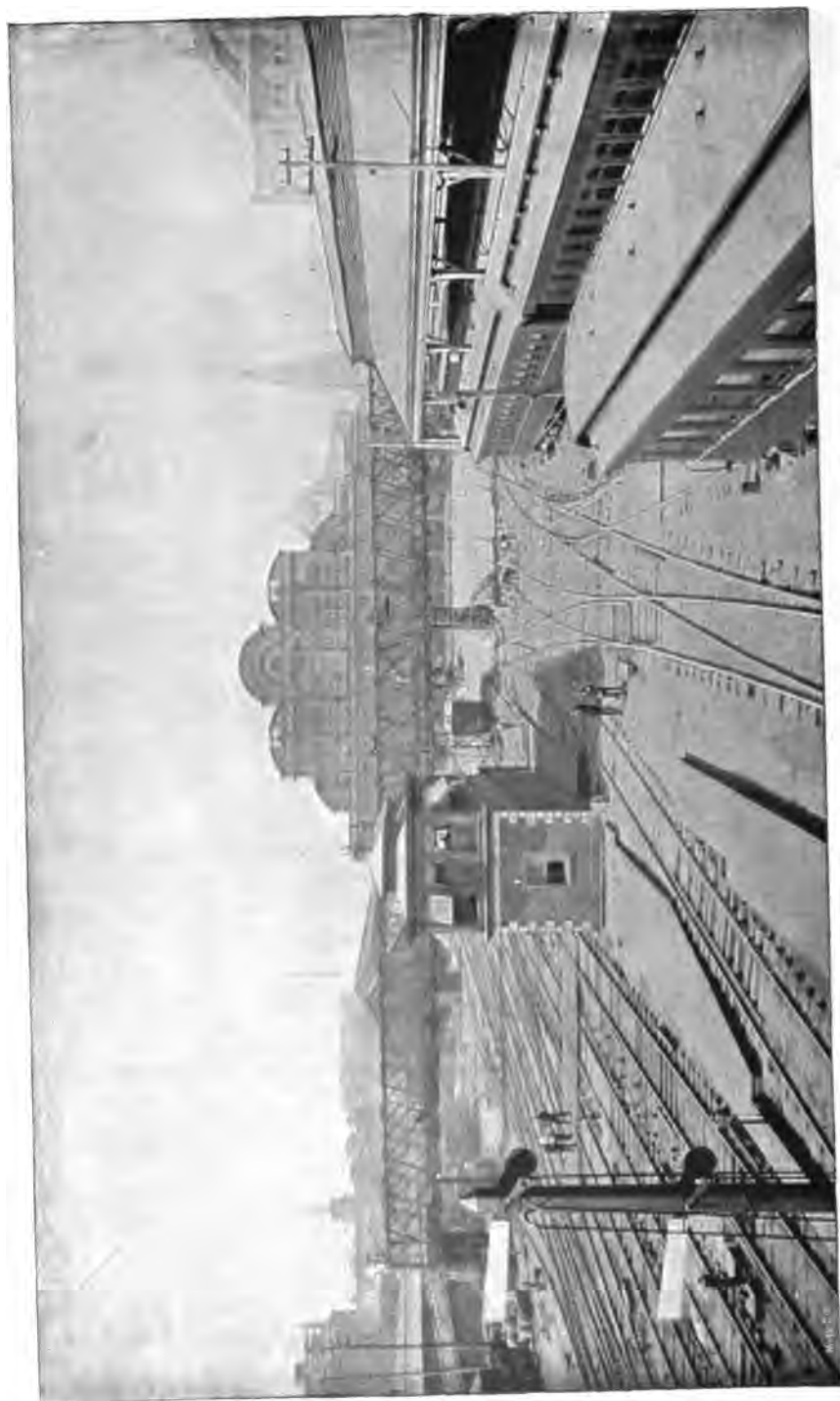
The observation ends, with sofas, easy chairs and large plate-glass end and side windows, contribute to make a trip in a private car one of exceptional enjoyment.

The cars accommodate from twelve to sixteen persons, in addition to attendants. For larger parties Elegant Palace Sleeping Cars, accommodating from twenty-five to thirty-two persons, can be chartered.

Further information will be cheerfully furnished upon application to J. C. Yager, General Superintendent, Wagner Palace Car Company, Vanderbilt Avenue, opposite Grand Central Station, New York, or to any of the following representatives of the passenger department of the New York Central & Hudson River Railroad Company and connections:

GEORGE H. DANIELS, General Passenger Agent.....	Grand Central Station, New York.
E. J. RICHARDS, Assistant General Passenger Agent....	Grand Central Station, New York.
M. C. ROACH, General Agent.....	413 Broadway, New York.
F. J. WOLFE, General Agent.....	N. Y. C. Station, Albany.
E. J. WEEKS, General Agent.....	Exchange Street, Buffalo.
W. B. JEROME, General Agent.....	97 Clark Street, Chicago.
C. C. CRANE, General Agent.....	10 Montgomery Street, San Francisco.
A. S. HANSON, G. P. A., Boston & Albany R.R.....	Boston, Mass.
O. W. RUGGLES, G. P. A., Michigan Central R.R.....	Chicago, Ill.
L. D. HUESNER, C. P. and T. A., Michigan Central R.R.....	Chicago, Ill.
A. J. SMITH, G. P. A., L. S. & M. S. R'y.....	Cleveland, O.
E. K. WILBER, W. P. A., L. S. & M. S. R'y.....	Chicago, Ill.
F. M. BYRON, C. P. and T. A., L. S. & M. S. R'y.....	Chicago, Ill.
D. B. MARTIN, G. P. A., Big Four Route.....	Cincinnati, O.
W. F. SNYDER, General Agent, Big Four Route.....	St. Louis, Mo.
J. E. REEVES, General Agent, Big Four Route.....	Cincinnati, O.
C. S. CRANE, G. P. A., Wabash Railroad.....	St. Louis, Mo.



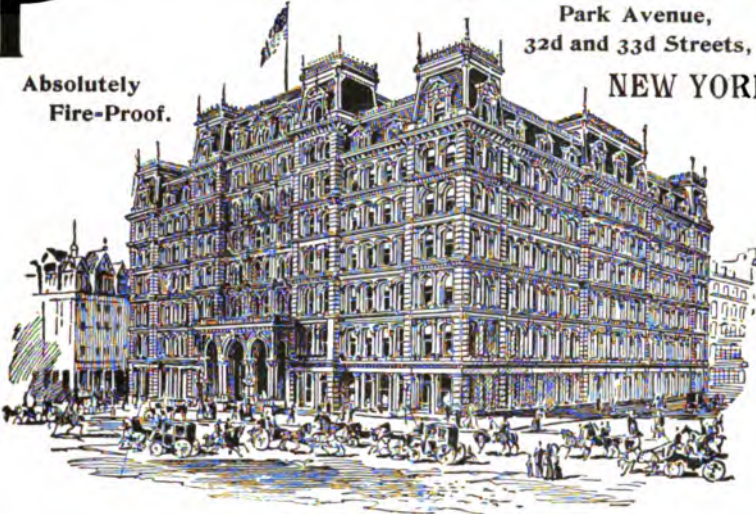


NEW YORK CENTRAL YARD, AT GRAND CENTRAL STATION, NEW YORK.

PARK AVENUE HOTEL.—

Park Avenue,
32d and 33d Streets,
NEW YORK.

Absolutely
Fire-Proof.



American Plan,

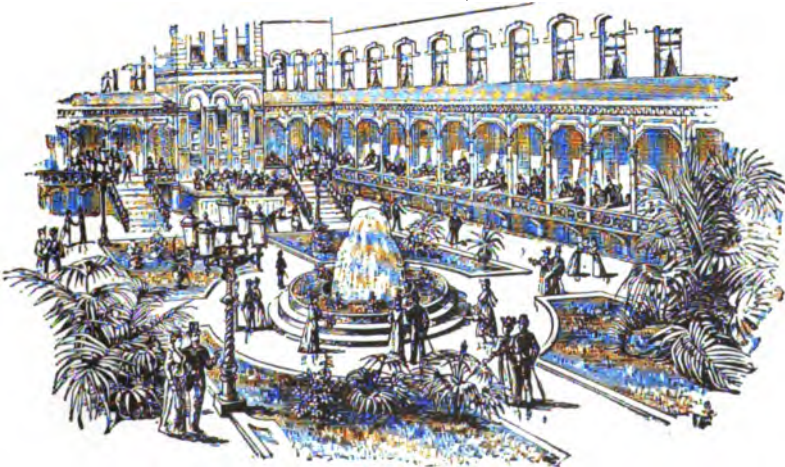
\$3.50 per Day and Upwards.

European Plan,

\$1.00 per Day and Upwards.

STEAM HEAT AND RUNNING WATER THROUGHOUT.

WM. H. EARLE & SON, PROPRIETORS.



PARK AVENUE HOTEL COURT.

MUSIC IN THE COURT EVERY EVENING IN SUMMER.
Free Baggage to and from Grand Central Depot.

MURRAY HILL HOTEL



40TH TO 41ST STS. PARK AVE.
NEW YORK.

LOCATED one block from Grand Central Station. Conducted on American and European plans. Patrons of the Murray Hill Hotel have their baggage transferred to and from Grand Central Station **FREE OF CHARGE**. The water and ice used at the Murray Hill Hotel are vaporized and frozen, and free from disease germs.

HUNTING & HAMMOND.



IN addition to being favorite in Fall and Winter, it is most desirable, cool and delightful for Spring and Summer Visitors. Located in the heart of New York City, at 5th Avenue and 58th and 59th Streets, and overlooking Central Park and Plaza Square. A marvel of luxury

and comfort. Convenient to places of amusement and stores. Fifth Avenue stages, cross-town and belt-line horse cars pass the doors. Terminal Station Sixth Avenue Elevated Road within half a block.

The Hotel is absolutely **FIRE-PROOF**. Conducted on American and European plans. The water and ice used are vaporized and frozen on the premises, and certified to by Prof. Chas. F. Chandler as to purity. Summer rates.

F. A. HAMMOND.



FIFTH AVENUE HOTEL,
MADISON SQUARE, NEW YORK.

*THE LARGEST, BEST APPOINTED, AND MOST LIBERALLY MANAGED
HOTEL IN THE CITY, WITH THE MOST CENTRAL AND
DELIGHTFUL LOCATION.*

A. B. DARLING.
CHARLES M. VILAS.
E. A. DARLING.
HIRAM HITCHCOCK.

HITCHCOCK, DARLING & CO.



ON THE SHORE OF MEACHAM LAKE, IN THE ADIRONDACK MOUNTAINS.—REACHED BY THE
NEW YORK CENTRAL.

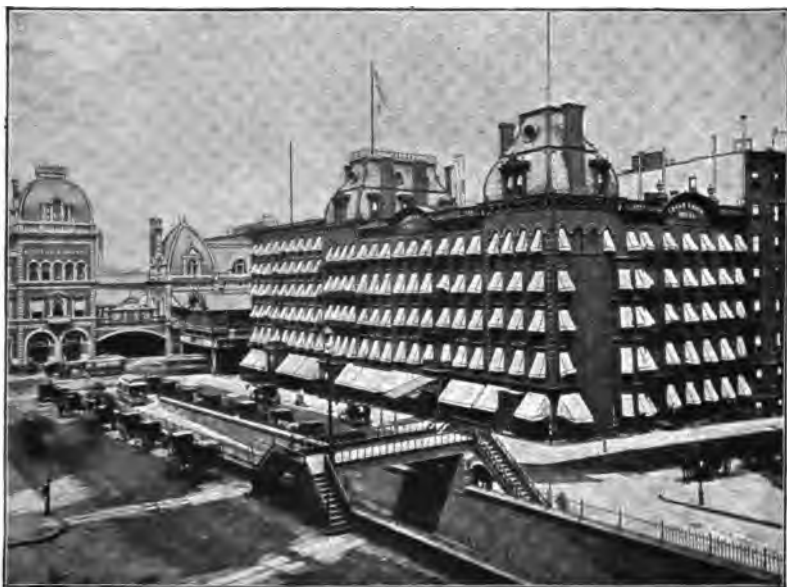


GRAND CENTRAL STATION in the center
of New York City,
The **Hudson River** for one hundred and
fifty miles,
The beautiful **Mohawk Valley** in which
are some of the finest landscapes
in America,
Niagara Falls, the world's greatest cat-
aract,
The **Adirondack Mountains**, "the
Nation's pleasure ground and
Sanitarium,"
The **Empire State Express**, the fastest
train in the world,
The **Thousand Islands**, the fisherman's
paradise,
The **New York and Chicago Limited**,
the most luxurious train in the
world,
Are a few of the many attractions offer-
ed the public by the
NEW YORK CENTRAL,
"America's Greatest Railroad."



GRAND UNION HOTEL,

FORD & CO., PROPRIETORS,
4TH AVENUE AND 42D STREET,
OPPOSITE GRAND CENTRAL STATION,
NEW-YORK CITY.



GRAND CENTRAL STATION.

GRAND UNION HOTEL.

THE proprietors of this well-known hotel have studied the comforts of the traveling public so long and so carefully that every traveler finds his smallest needs anticipated and a hundred comforts awaiting him not usually found in hotels. ~~~~~

Altogether the GRAND UNION is one of the most comfortable, convenient and moderate-priced hotels in New-York, and it is thoroughly first-class in every appointment. ~~~~~

Perfect cleanliness Good food, well cooked. Convenient to the shopping and theatre districts. Elevated railroads and horse-cars in every direction. ~~~~~

✿ BAGGAGE TO AND FROM GRAND CENTRAL STATION FREE, AND IN YOUR ROOM TEN MINUTES AFTER YOU ARRIVE. NO EXPRESS CHARGES, NO CARRIAGE HIRE, NO DELAY, NO WORRY. ✿

600 ROOMS, FROM \$1.00 A DAY UPWARD.



CHITTENANGO FALLS.—NEAR THE NEW YORK CENTRAL.

ESTABLISHED 1840.

Fischer Piano,

THE ARTISTIC PIANO OF AMERICA.

CROWNED BY THE PEOPLE!

GRAND AND UPRIGHT.

NEARLY

100,000 have been manufactured and SOLD.

MODERATE PRICES (QUALITY CONSIDERED.)

EASY PAYMENTS IF DESIRED. EXCHANGED.

Fischer Piano Warerooms,

110 FIFTH AVE. cor. 16th ST. NEW YORK.



THE NEW HOFFMAN HOUSE ABSOLUTELY FIRE-PROOF.
Madison Square, NEW YORK. Re-Opened JANUARY 1, 1896.
Rooms \$1.50 per Day and Upward. J. P. CADDAGAN, Manager, HOFFMAN HOUSE CO.



The Vendome
Broadway and 41st Street
NEW YORK

The Vendome is a handsome ten-story fire-proof Hotel, containing 300 rooms, single and en suite, with private baths and toilet rooms.

The location is central, being only three blocks from the Grand Central Railroad Station, and in the immediate vicinity of the Opera House and all of the first-class Theatres. The Sixth Avenue Elevated and 42d Street cars are within one block of the Hotel, and the Broadway cable cars pass the door. Conducted on the European plan.



Hotel
Marlborough
Broadway and 36th Street
NEW YORK

The Marlborough covers the entire block on Broadway, between 36th and 37th Streets, with 400 rooms and 200 bath rooms, and is conducted on both the American and European plans, with a cuisine of unsurpassed excellence.

Both of these Hotels are lighted entirely with electric light, have the most approved sanitary plumbing and furnish first-class accommodations at fair prices.

The management is under the personal supervision of the owner,

MR. LOUIS L. TODD.

Adirondack Mountains.

If you have never visited the Adirondack Mountains you will find that region a surprise and a delight to you ; if you have visited it, you will surely go again. The service between New York and the Adirondacks this year, by the New York Central, will be better than ever before. Send two 2-cent stamps to George H. Daniels, General Passenger Agent, Grand Central Station, New York, for a copy of the New York Central's new colored map of the Adirondack Mountains.



ON THE STONY CLOVE ROAD, IN THE CATSKILL MOUNTAINS.



THE WINDSOR HOTEL.

FIFTH AVENUE, NEW YORK.

MAWK & WETHERBEE, PROPRIETORS.

(Occupying an entire block on Fifth Avenue, between 46th and 47th Sts.)

The American and European Plans.

ROOMS WITH BOARD, **\$4.00 AND UPWARDS PER DAY.** ROOMS WITHOUT BOARD, **\$1.50 AND UPWARDS PER DAY.**

The cuisine and service unsurpassed.

The Latest and Most Approved Sanitary Plumbing.

Newly decorated and re-furnished.

Five minutes' walk from Grand Central Station.

STURTEVANT HOUSE,

CENTRALLY LOCATED,

BROADWAY AND 29th STREET, - NEW YORK.

HENRY J. BANG, Proprietor.

ROOMS WITH BOARD, - \$3 PER DAY AND UPWARDS.

ROOMS WITHOUT BOARD, - \$1 PER DAY AND UPWARDS.

Convenient and rapid access to and from all parts of the city. Within easy walking distance of all the principal places of amusement and the large retail stores.

The Fourth Avenue Cars from Grand Central Depot are within three minutes' walk of the house.

EVERETT HOUSE,

Union Square and 17th Street,

NEW YORK.

Visitors to New York will find THE EVERETT a hotel of excellent cuisine. Superior service and quiet, home-like comfort.

SITUATION AND EXPOSURE UNSURPASSED.

**NEW PLUMBING.
EUROPEAN PLAN.**

B. L. M. BATES, PROP.



HOTEL ST. STEPHEN,

EUROPEAN PLAN,

46-52 E. 11th STREET, NEW YORK.

A quiet, homelike hotel, centrally located near large stores, the wholesale district and theatres.

Prices very moderate for accommodation and service furnished.

Special attention to ladies traveling alone.

Table d'hôte dinner 5-8 p.m. 75 cts. **LOUIS FRENKEL.**

CATSKILL MOUNTAIN HOUSE.

OPEN JUNE 20TH.

ONLY THREE AND A HALF HOURS FROM NEW YORK CITY. Situated on the Front of the Range, 2250 feet above sea level, commanding the Famous View of the Hudson River Valley; Pure Cool Air and Mountain Spring Water; two beautiful Lakes well supplied with boats; 2780 acres of Forest and Farm Land; new first-class Livery, saddle horses, single horses, surreys and mountain wagons; many miles of carriage road and wood trails leading to noted places of interest, make it the most desirable location in the Catskill Mountains. Passengers by any of the Hudson River routes, boat or rail, are brought to Catskill Mountain Station, within 300 feet of the Hotel. Rates for board to July 20: \$14.00 to \$17.50 per week; daily rate, \$3.00.

For rates for entire season, address

CATSKILL MOUNTAIN HOUSE CO., Catskill, N. Y.

THOMPSON'S HOTEL**LAKE MAHOPAC, N. Y.****CHARMING LAKE MAHOPAC,**

ONE AND ONE-HALF HOUR'S RIDE FROM NEW YORK CITY, HARLEM DIVISION,
NEW YORK CENTRAL.

Boating, Fishing, Driving and Outdoor pleasures of all kinds.

A Delightful Summer Resort.

200 Airy Rooms.

400 feet of Wide Piazza.

Table Supplied with Pure Milk, Fresh Vegetables and Fruit.

Gas, Steam Heat, Electric Bells and Telegraph Office.

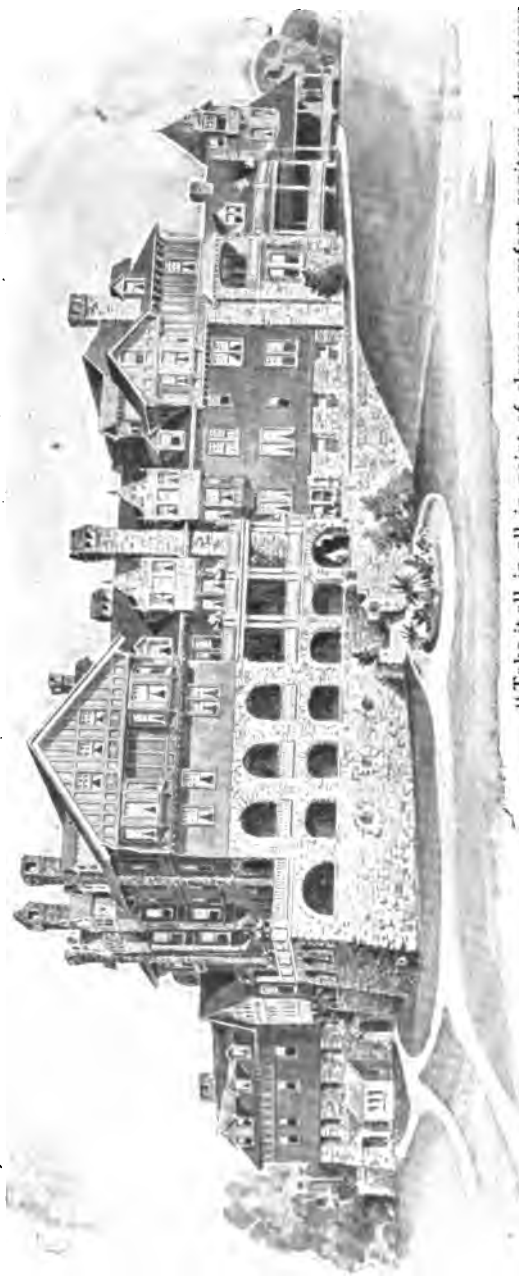
RATES ON APPLICATION.

EMERSON CLARK, Proprietor.

The "HALCYON," Millbrook, Dutchess County, N. Y. SEASON, MAY 25TH TO NOVEMBER 1ST.

396

HEALTH AND PLEASURE RESORTS ON THE



"Take it all in all in point of elegance, comfort, sanitary advantages, and exhaustive thoroughness of appointments, I doubt if there is a place to compare with it in the whole world."—*Illustrated London News*.

ONLY THREE HOURS FROM GRAND CENTRAL STATION, NEW YORK, BY THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.



THE "HALCYON,"

FORMERLY

HALCYON HALL

Millbrook,
Duchess Co.
N. Y.

SEASON 1895,
MAY 25TH TO NOVEMBER 1ST.

MILLBROOK is situated on the summit of Dutchess County, 90 miles from New York. Through train service via New York Central Railroad. Elevation 1000 feet. Park-like roads. English landscape in the foreground. Mountain-belted horizon from 60 to 100 miles distant. "A different drive for every day in the year." Gravel soil, dry air, the purest of water. The management will endeavor this year to maintain the high standard of excellence which Halcyon Hall has always had.

THE "HALCYON" IS CONCEDED TO BE THE MOST
BEAUTIFUL HOTEL IN THE WORLD.

It is more than Club House—more than Hotel. It is a gentleman's country house of rare elegance and beauty. There are three cottages connected with the Hotel which are gems in themselves, also private stables.

DELIGHTFUL ORCHESTRA.		MUSIC THREE TIMES DAILY.	
DANCING EVERY EVENING IN "PERFECT" BALL-ROOM.			
ATHLETIC FIELD, 14 ACRES.	LOCKER-ROOM AND BATHS.	TENNIS TOURNAMENT.	
FIELD SPORTS.	TENNIS.	GOLF.	
BASE-BALL DIAMOND AND FOOT-BALL FIELD.			

Prices, \$4.00 and upwards per day.

LIBERAL DISCOUNT FOR PARTIES STAYING FOR A PROTRACTED PERIOD.

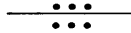
For information as to rates, etc., apply to H. R. ROBERTSON, JR., Proprietor, The "Halcyon," Millbrook, Dutchess County, N. Y.

See pages 199 to 201.

“Four Track Series”

Etchings.

THE PASSENGER DEPARTMENT of the New York Central has just issued eight beautiful etchings, which artistically outrank anything of the kind ever issued by a railroad company, and the absence of any objectionable advertising feature renders them suitable for hanging in your office, library or home. The titles of these etchings are :



No. 1.—The Washington Bridge.

No. 2.—Rock of Ages, Niagara Falls.

No. 3.—The Old Spring at West Point.

No. 4.—No. 999 and the DeWitt Clinton.

No. 5.—Rounding the Nose, Mohawk Valley.

No. 6.—The Empire State Express.

No. 7.—The Horse-Shoe Fall, Niagara.

No. 8.—Gorge of the Niagara River.



These etchings are all printed on fine plate paper, 24 x 32 inches, suitable for framing. Copies will be mailed in a stiff tube, secure from injury, to any address, for 75 cents each, or any two of them to one address for \$1.30, or any three or more ordered at one time to one address, for 60 cents each, in currency, stamps, express or postal money order, by

GEORGE H. DANIELS, Gen'l Pass'r Agt.,

Grand Central Station, New York.

HOTEL KENMORE,

LEADING HOTEL OF

ALBANY, N. Y.

STRICTLY FIRST-CLASS.

CENTRALLY LOCATED.

Convenient to STATE CAPITOL, other public buildings and places of interest.

FREE OMNIBUSES at all trains and boats.

F. W. ROCKWELL,
Manager.

H. J. ROCKWELL,
Proprietor.



INTERIOR OF NEW CONVENTION HALL, SARATOGA SPRINGS. CAPACITY, 5000.
REACHED BY NEW YORK CENTRAL THROUGH CARS.

THE
GRAND UNION HOTEL,
SARATOGA SPRINGS, N. Y.

WOOLLEY & GERRANS, Proprietors.



SARATOGA SPRINGS still holds its supremacy among the health and pleasure resorts of the world, its mineral waters retain, unimpaired, all their marvelous health-giving and reinvigorating qualities, and the Grand Union is yet without its peer as the largest and most magnificently appointed summer hotel on the globe.

MR. JOHN LUND WILL AGAIN DIRECT A SPLENDID ORCHESTRA.

**Address, WOOLLEY & GERRANS,
GRAND UNION HOTEL,
SARATOGA SPRINGS, N. Y.**



Hotel - - - - Iroquois

WOOLLEY & GERRANS, Proprietors,

Main, Eagle and Washington Streets,

BUFFALO, N. Y.

THE IROQUOIS is the leading and largest hotel of Buffalo. It is the only absolutely fire-proof hotel in the city. It is built and furnished in a style of substantial elegance, and is the finest hotel in the Empire State outside of New York City. It is metropolitan in its equipment, arrangements and management. American and European plans. A fine orchestra plays during the evening dinner. Its location is the most central in the city, and it is the headquarters for Niagara Falls and Lake tourists.



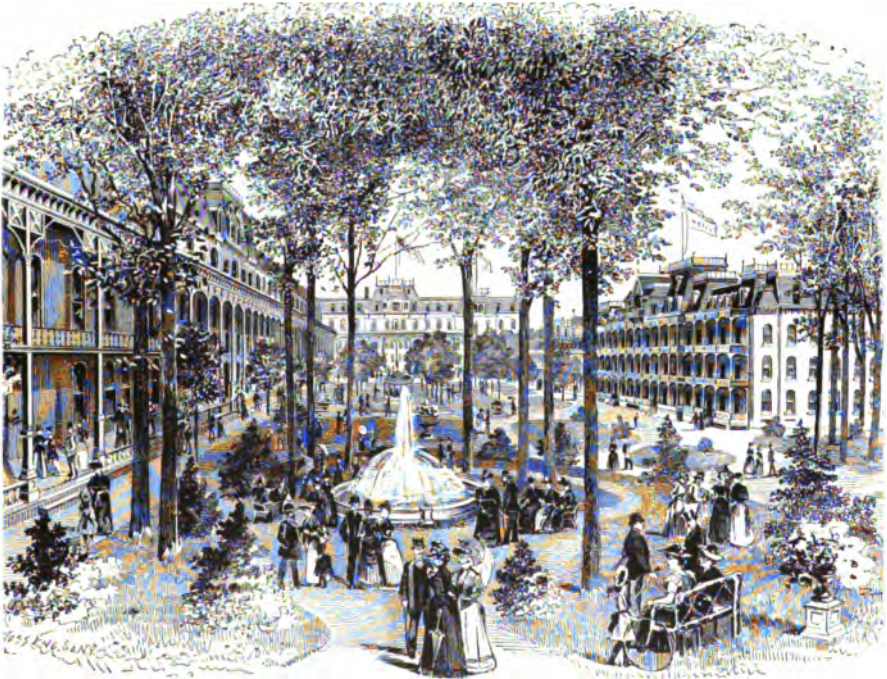


WINTER ON GOAT ISLAND, NIAGARA FALLS, REACHED BY THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

Saratoga Springs, N. Y.



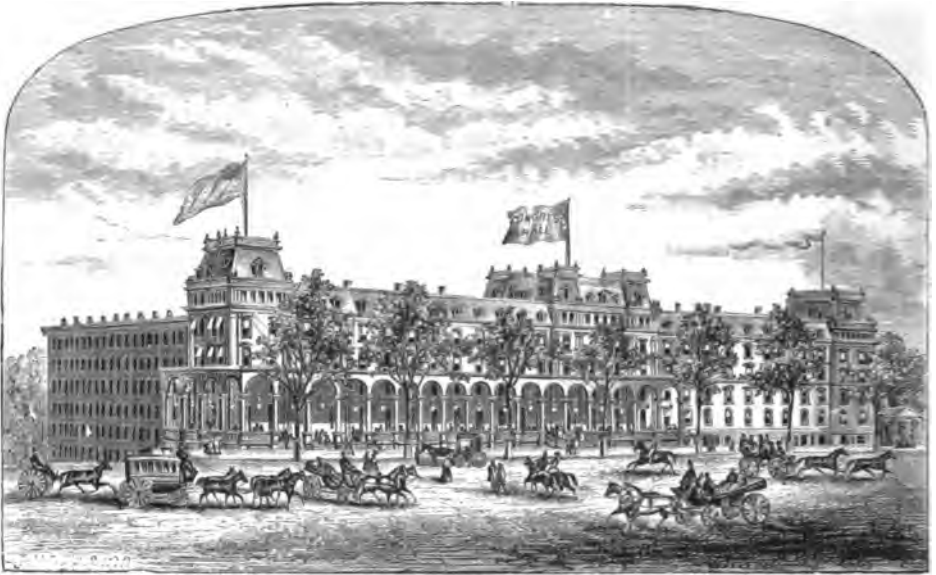
UNITED STATES HOTEL...



LAWN VIEW.

**Will Open June 20th and Remain Open
Until October 1st.**

TOMPKINS, GAGE & PERRY,
PROPRIETORS.



CONGRESS HALL,

SARATOGA SPRINGS, N. Y.

Opens from June to October. Accommodates 1000 Guests.

RATES, FROM \$3 TO \$5 PER DAY, ACCORDING TO LOCATION OF ROOM.

CONGRESS HALL is built in the most substantial manner of brick with brown-stone trimmings, and presents one of the most graceful architectural appearances in Saratoga. Its walls are 20 inches thick and hollow in the center, thus securing great strength and protection from heat of summer. The roof is a Mansard, with three pavilions which afford wide and delightful views from the promenades on top. Interior fire-walls are provided to prevent the spread of fire, and Otis elevators afford easy access to all the floors of the house. The rooms are all large, high and well ventilated, and properly provided with annunciators, gas, etc. The halls, dining-rooms, parlors and offices are of grand proportions, and are furnished with an elegance that bespeaks comfort and neatness in all its departments. Morning and evening concerts by Joyce's New York Orchestra.

CLEMENT & COX, Owners and Proprietors.

H. S. CLEMENT,
Manager.

➤SARATOGA.➤

The Windsor Hotel,

OPEN FROM

JUNE 1ST TO OCTOBER 1ST.



Is the only hotel at Saratoga serving a late dinner, and
employing white servants exclusively.



SEND FOR ILLUSTRATED PAMPHLET TO R. G. SMYTH, MANAGER.



OVERHEAD STATION, MORRISANIA, HARLEM DIVISION, NEW YORK CENTRAL & HUDSON RIVER R.R.

SARATOGA SPRINGS, N. Y.

Hotel "THE AMERICAN"

(Brunswick)

16TH SEASON.

OPENS JUNE 1st, 1896.

Has accommodations for 300 guests. It has the best location in Saratoga, between two of the largest hotels in the world, the Grand Union and the United States. Its fine, commanding piazza offers excellent opportunities for sight-seeing.

The Hathorn, Congress, Columbian, Patterson and Putnam Springs, the Saratoga Baths and Congress Spring Park are within two minutes' walk of the Hotel.

Thoroughly renovated, and with many improvements. HOTEL THE AMERICAN (Brunswick) offers to visitors every attraction and comfort of a well and completely appointed Hotel.

Steam Heat prevents the discomforts of chilly mornings and evenings while a passenger elevator renders each floor of easy and almost equal access. Special rates given for June and September.

GEO. A. FARNHAM, MANAGER AND OWNER.

Free Coaches at this Hotel to and from Passenger Railway Stations.

R

ICHFIELD SPRINGS

On Lake Canadarago,
Otsego Co., New York

An Ideal Summer Resort, 1750 feet above sea level.

Famed for its Sulphur Waters, so efficacious in cases of *Rheumatism*, Gout, Neuralgia, Dyspepsia, Malaria, Catarrh, Liver and Kidney troubles and all skin affections. The sufferer from *Insomnia* will sleep in the bracing life-giving air of Richfield Springs. The Bath House is the most thoroughly equipped in the country. Good boating and fishing.

- - HOTEL EARLINGTON - -

(Opposite the Bath House)

will be opened on Saturday, June 29th. The house has been greatly enlarged, re-furnished and put in the best of order. Many acres have been added to the already spacious grounds with trees, shrubbery, etc., making a Park equal to the best at any Summer Resort Hotel. New walks, Tennis and Croquet grounds have been laid out. Also a Bicycle Track, six laps to the mile, with accommodations for the storage and care of machines. Bicycles to rent and expert instructors in attendance.

The Billiard Rooms and Bowling Alleys are new.

The orchestra will play in the Earlington Park from 10 a.m. to 1 p.m. daily, for Tennis and Croquet players and Bicycle riders and spectators.

The Earlington Stables are spacious and fitted with every modern convenience and luxury. Rates, \$11.00 per week and upward.

- - ST. JAMES HOTEL - -

Located in the Earlington Park.

This hotel has just been finished and newly furnished and fills a long-felt want, viz.: a modern hotel, complete in all its appointments at moderate prices.

Open June 15th to October 15th.

The St. James is steam-heated, has electric lights and bells, Baths and the best sanitary plumbing on all floors and every convenience to make an ideal Summer and Fall home.

Rates \$12.00 per week and upwards.

Both the above hotels will be run by the owners, Messrs. E. M. Earle & Son, from whom plans and full information can be obtained.

American Railway Supply Company,

24 PARK PLACE, NEW YORK,

MANUFACTURERS OF

Baggage, Hotel and Time Checks,

BADGES, MEDALS, UNIFORM CAPS AND BUTTONS.

Uniform Buttons for Corporations a Specialty.

“The City of New York
as a Summer Resort.”

HOTELS

Costing in the aggregate more than \$150,000,000.00, and affording the greatest possible comfort and luxury.

THEATRES

With summer attractions to suit all tastes.

GREAT ORCHESTRAS

And Military Bands presenting most entertaining programmes.

ROOF GARDENS

With first-class variety and musical entertainments.

EXCURSION STEAMERS

On two great rivers and one of the most beautiful bays in the world.

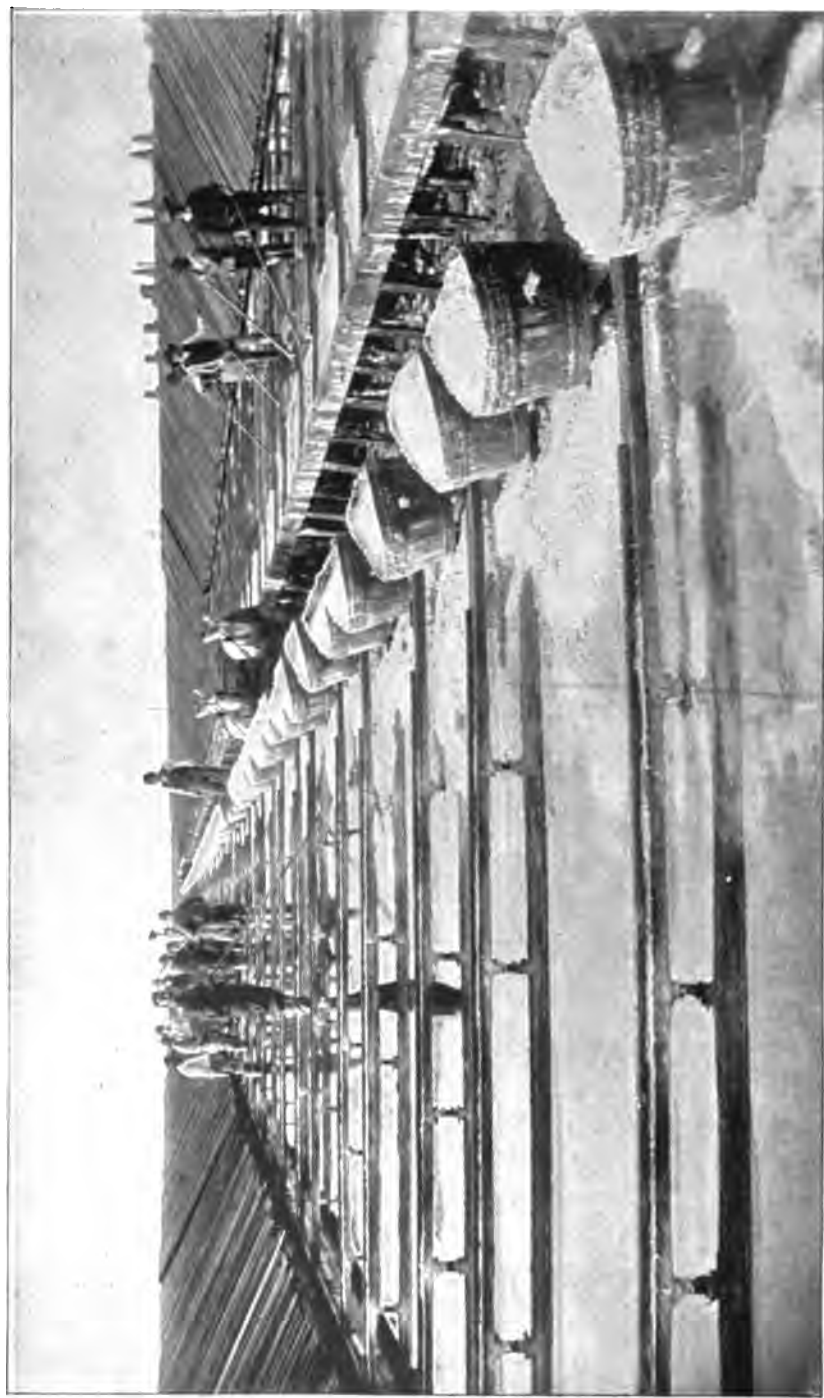
PUBLIC PARKS

That are not equalled in number and beauty by those of any city on this continent.

In short, an American city of 3,000,000 inhabitants, with all that the term implies, are a few of the attractions offered by New York as a Summer Resort.

**TO REACH THIS GREATEST OF AMERICAN CITIES
THE MOST COMFORTABLE ROUTE IS
THE GREAT FOUR TRACK**

New York Central.



SALT WORKS AT SYRACUSE, ON THE NEW YORK CENTRAL.—IN PLAIN SIGHT FROM THE TRAINS.

SPRING HOUSE,

RICHFIELD SPRINGS, N. Y.

The new Bathing Establishment furnishes all the accepted European methods of treatment (by sulphur water) of Rheumatism, Gout, Catarrh and Skin Diseases.

It contains Sulphur Baths, Turkish and Russian Baths (with sulphur vapor), Douche, Massage, Inhalation and Pulverization rooms, Swimming Baths, Gymnasium, Sun room, Resting rooms and other conveniences.


Skilled Masseurs of both sexes. A full corps of competent attendants. All under the personal charge of DR. CHARLES C. RANSOM, 152 West 48th Street, New York.

The Spring House (Hotel) and Bath Houses

OPEN EVERY YEAR FROM JUNE TO OCTOBER.

A representative will be at Windsor Hotel, New York, from April 15th to June 15th to attend to all engagements for rooms. Illustrated pamphlet on application. T. R. PROCTOR.



"The Yates," Syracuse, N. Y. 

ONE OF THE FINEST APPOINTED

HOTELS IN THE UNITED STATES.

AMERICAN AND EUROPEAN PLANS.

AVERILL & GREGORY, PROPRIETORS.

The Longest Cable Road

Of its kind in America, and, so far as known, in the world, will be in readiness for the Summer public

JUNE 1, 1895, AT LAKE GEORGE, N. Y.



The Road constructed is on Prospect Mountain (in the town of Caldwell), 7200 feet in length, connecting the two great hotels located at its foot and summit,

The Lake House . . . and . . .
Prospect Mountain House

THE WHOLE PLANT OWNED BY

THE HORICON IMPROVEMENT CO.

THE LAKE HOUSE
THE CABLE ROAD
PROSPECT MOUNTAIN } *Send for a Circular.*

W. M. PECK, General Manager.
W. W. BROWN,
Manager Lake House.

HOTEL WAWBEEK

—AND COTTAGES.—

(UPPER SARANAC LAKE.)

**Most Attractive Resort
in the Adirondacks. : : :**

Strictly First-Class.

OPEN JULY, AUGUST AND SEPTEMBER.

Terms: \$4.00 to \$5.00 per day.

SPECIAL RATES BY THE WEEK DURING JULY AND SEPTEMBER.

Third season under present management.

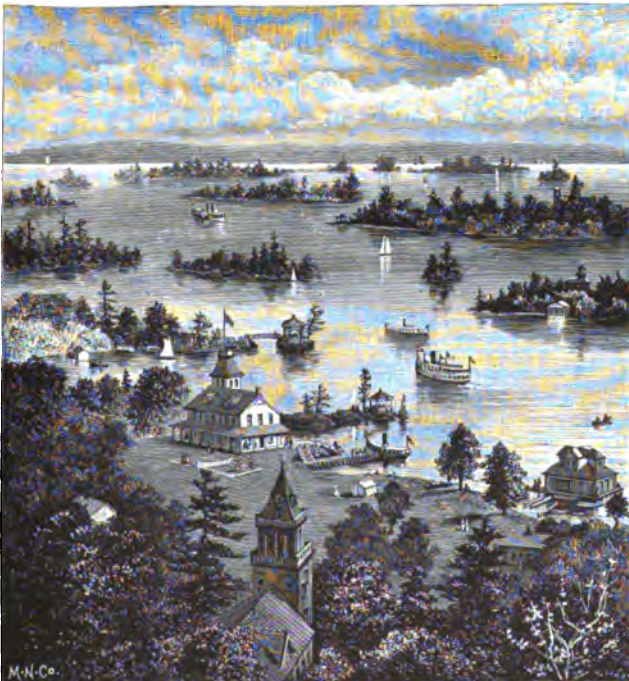
Daily Concerts by Solo Artists.

For circular and other information address

HARLOW H. CHANDLER, Manager.

POST-OFFICE:

WAWBEEK, FRANKLIN COUNTY, N. Y.



A GENERAL VIEW OF THE THOUSAND ISLANDS—ON THE NEW YORK CENTRAL.



The Hotel Champlain, on the west shore of Lake Champlain, three miles south of Plattsburgh. Delaware & Hudson R.R. station and steamboat landing in hotel grounds. All trains and boats stop. The natural stopping-over point for tourists to and from Montreal and the Adirondacks. Greatly enlarged for 1895. Seven miles of charming cliff, forest and lake-shore footpaths have been constructed in the grounds since last season. The views from the hotel are unequalled in variety, beauty and extent.

O. D. SEAVEY, Manager, P. O. address, HOTEL CHAMPLAIN, Clinton Co., N. Y.



**Delaware & Hudson
Railroad.** THE DIRECT LINE TO THE

ADIRONDACK MOUNTAINS,

Lake Champlain, Lake George, Saratoga,
Montreal, Sharon Springs, The Gravity R.R., Etc.

AND THE SHORTEST ROUTE BETWEEN

NEW YORK AND MONTREAL.

The Route via Niagara Falls, the Thousand Islands and Rapids of the St. Lawrence, Montreal, Lake Champlain, Lake George, Saratoga and Albany to New York, is the greatest highway of summer pleasure travel in America.

SEND SIX CENTS IN STAMPS FOR FINELY ILLUSTRATED GUIDE OF THE LINE TO

J. W. BURDICK, G. P. A.

ALBANY, N. Y.

Lake George.←

→Season 1895.

THE SAGAMORE,

GREEN ISLAND, BOLTON, ON LAKE GEORGE,
WARREN COUNTY, N. Y.



→REGULAR OPENING JUNE 22d.←

All parties coming to hotel from June 1st to 22d taken at reduced rates. The house has all modern conveniences, such as electric lights, elevator, private baths, ladies' private writing rooms and parlors, gentlemen's writing rooms and parlors, bowling alley, billiard rooms, etc.

ACCESS:—The Sagamore can be reached by the New York Central & Hudson River and West Shore Railroads, the steamers of the People's Line from New York to Albany, or the Citizens' Line from New York to Troy, thence by the Delaware & Hudson Railroad to Lake George. Alighting at Caldwell the tourist steps aboard the "Horicon" or "Ticonderoga," and is brought to the steamboat dock in front of the hotel.

THE SAGAMORE consists of many handsome structures built on a succession of terraces, and is surrounded with balconies, public and private. Every room in the house has a view of the lake. Elegant suites of rooms, hot and cold baths, toilet rooms, electric bells, elevators, no long flights of stairs to climb.

A Perfect and Thorough System of Drainage.

No Malaria. No Hay Fever. No Mosquitoes. Pure Spring Water.

Green Island is located between Northwest Bay and Bolton. The island comprises about seventy acres, is handsomely laid out in winding forest walks and drives, rustic seats and beautiful summer houses. A broad walk leads to the northern terminus of the island (nearly a mile away), terminating at a cosy summer house.

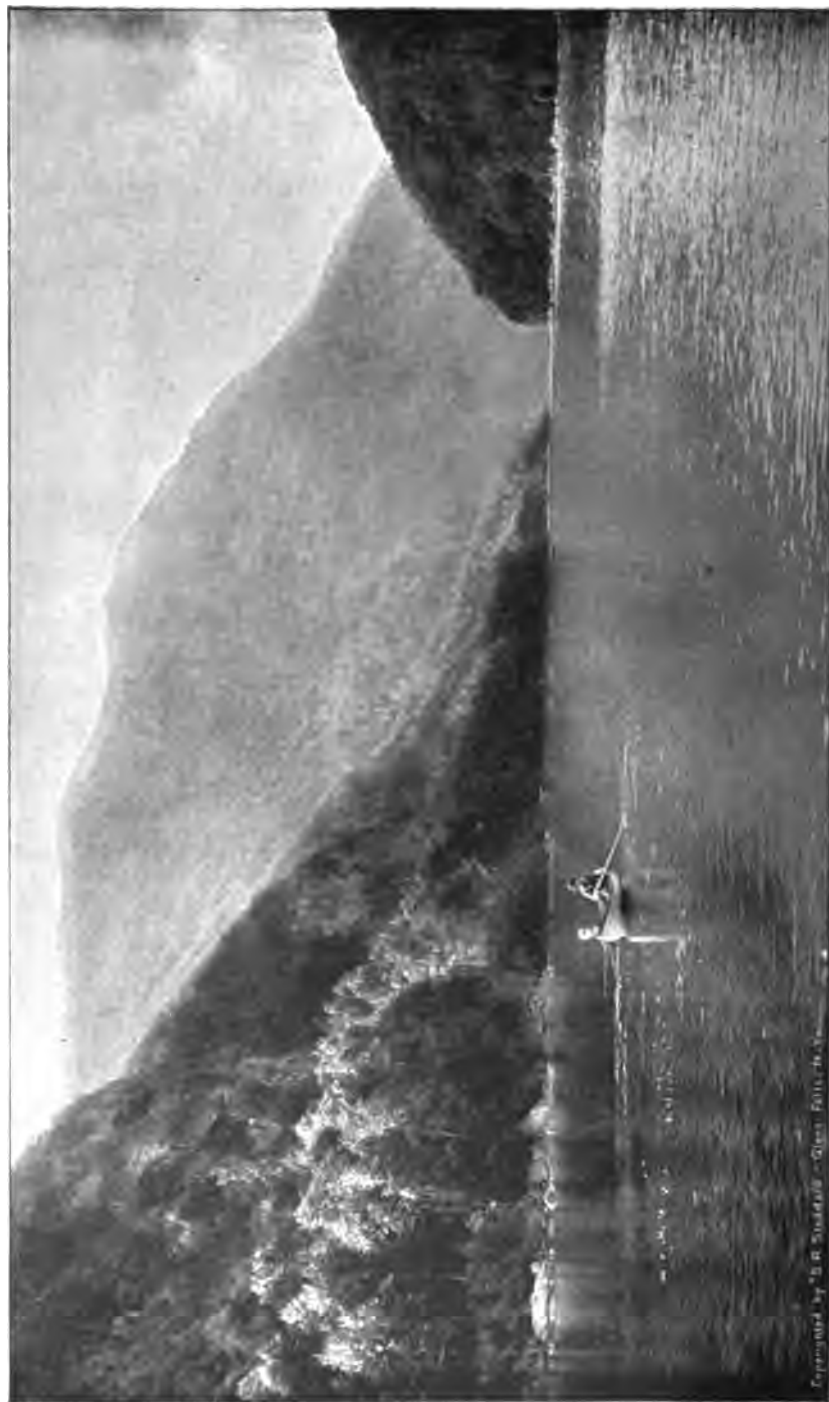
Beautiful drives and picturesque mountain walks on mainland. The best of protection against fire. A complete livery supplied with safe horses and tally-ho coaches.

AMUSEMENTS:—Billiards and bowling within, and croquet and tennis without. Boating, sailing, a fleet of row boats and steam launches. A large music and dancing hall. Dancing every evening.

Western Union telegraph and post-office in the hotel. Terms and circulars sent on application. Address,

M. O. BROWN, LESSEE AND PROPRIETOR,

THE SAGAMORE, LAKE GEORGE, WARREN CO., N. Y.



AUSABLE LAKES, IN THE ADIRONDACK MOUNTAINS.—REACHED VIA THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

Copyrighted by S. B. Sudduth—Queen Photo Co.

Prospect Park Hotel, CATSKILL, N. Y.

CAPACITY, 400.

This popular Summer Resort having recently changed ownership, the New Management will add to the many improvements begun by the former owners, until all the conveniences of City Life—such as Electric Lights, Bells, Telegraph and Telephone, Gas and comfortable furnishings have been combined to make this a thoroughly modern, high-class Hotel—second to none in the State.

THE CUISINE WILL BE UNEXCEPTIONAL.



VIEW FROM THE HUDSON RIVER.

LOCATION, DESCRIPTION.—The Main Building is two hundred and fifty feet front, with Wing one hundred and fifty feet by forty, situated in a large and beautiful Park of Cedar and other resinous woods, three hundred feet above and overlooking the Hudson and Catskill Rivers and the village of Catskill. This handsome Park adjoins the best residence portion of this beautiful village, thus affording miles of elegant shady walks and drives, in addition to those in the Park. Positively no malaria, hay fever or mosquitoes. Thousands testify to the pure mountain air and healthfulness of the location. We claim this medium altitude is more healthful and comfortable than on the mountain tops or in the valleys, as we escape the fogs and severe abrupt changes.

AMUSEMENTS.—Music, morning, afternoon and evening; Dancing in spacious parlor; Tennis, Croquet and Ball games on the beautiful lawns; Bowling, Billiards and Pool; Rowing, Sailing and Fishing on the Hudson and Catskill Rivers, or nearby Lakes and Brooks. Steam and Sail Yachts may be obtained at the wharf by the guests at all times.

POINTS OF INTEREST.—The following are a few of the many places to visit: Dieper Hook and the Picnic Grounds, a half-mile walk along the shore of the Hudson; Austin's Glen or Hope Hollow; Cold Spring and Green's Lake, four miles; Black or Cannon's Lake, four miles; Village of Athens, five miles; City of Hudson, five miles; Sunset Rock, High Rock, Moses' Rock, Lovers' Retreat, Artists' Rock, Prospect Rock, Bear's Den, Rip Van Winkle Ravine, the Five Cascades, Haines' Falls, Cauterskill Falls, High Peak, Star Rock, Stony Clove, Plattekill Clove, Hotel Kaaterskill, Mountain House and Laurel House.

Short pleasant and inexpensive excursions can be made among the mountains by the Catskill Mountain Railway: to Hudson and to Athens, by the three lines of Excursion Boats; to Saugerties by the steam yacht *Livingston*; to Albany, by Catskill and Albany Steamers; to Kingston, Rondout and Poughkeepsie, West Point and Highland Falls, by the West Shore Railway.

A first-class livery connected with the hotel, having excellent carriages, saddle horses, buckboards, etc., at reasonable rates. Good accommodations for private teams and carriages.

OPEN FROM JUNE 15th TO OCTOBER 1st.

Popular Rates.

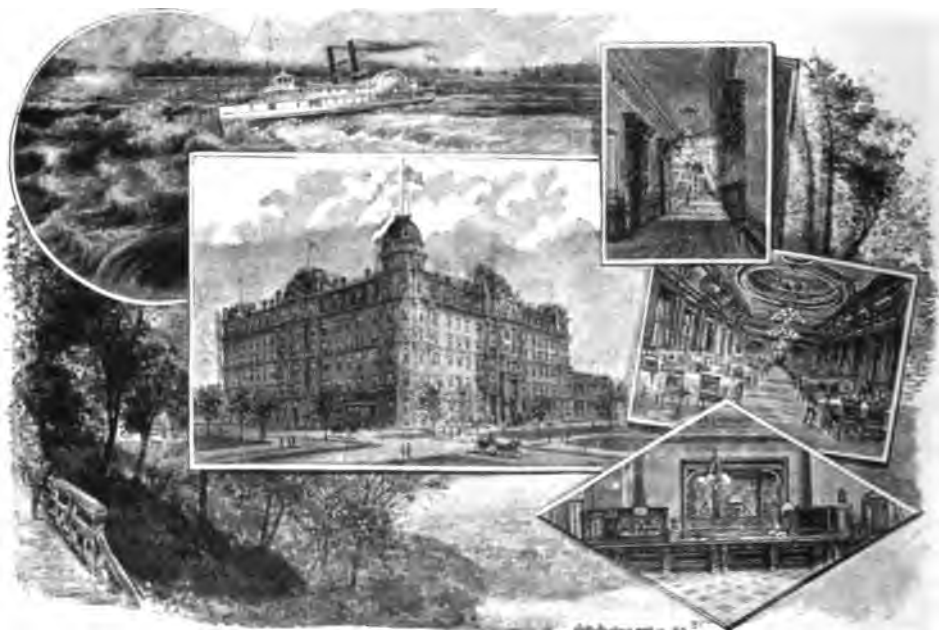
Special Rates by the Week, Month or Season.

Reduced Rates for June and September.

For terms
address,

PROSPECT PARK HOTEL, CATSKILL, N. Y.

S. PROSKEY, Manager,



WINDSOR HOTEL, H. S. DUNNING, Manager, MONTREAL.

THE WINDSOR is headquarters for all first-class tourists visiting Montreal. Adjacent to the C P. and G. T. RAILWAYS, and being at the foot of Mount Royal, and opposite one of the finest squares in the Dominion, makes it one of the coolest spots to be found in the city during the summer

The St. Lawrence Hall, MONTREAL, CANADA.

HENRY HOGAN, Proprietor.

Situated on St. James Street, in the most central part of the City.

Rooms en suite, with or without Bath-rooms or Parlors attached.

The most liberally managed hotel in Canada.

Cuisine and service the best that can be procured.

Rates \$3.00 to \$4.00 per Day—American Plan.

NEW YORK CENTRAL OFFICE IN THE BUILDING.



**HOTEL CHILDWOLD AND COTTAGES, CHILDWOLD PARK,
ON LAKE MASSAWEPIE, ADIRONDACK MOUNTAINS,**

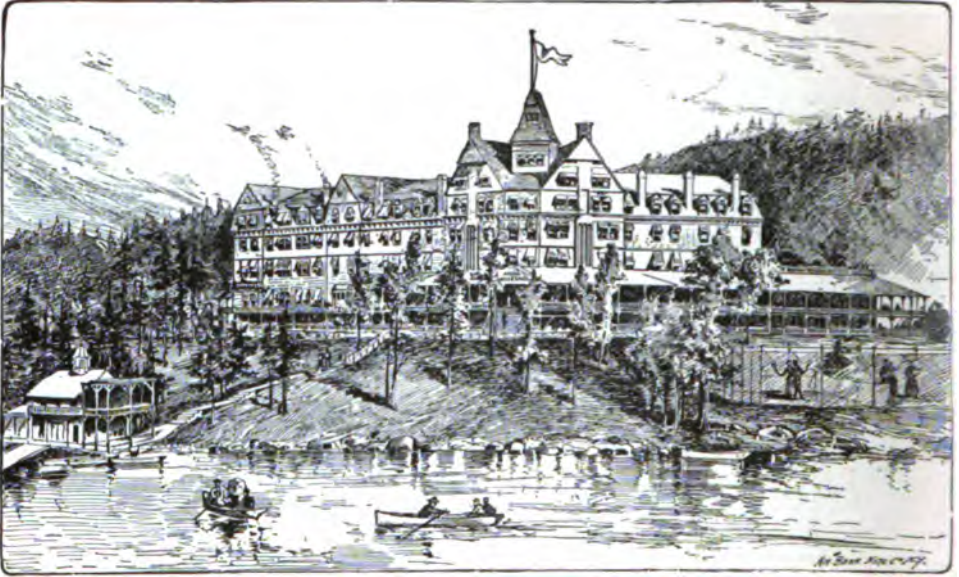
Telegraph and Daily Mails at the Hotel
P. O. Address, CHILDWOLD, N. Y.

WM. F. INGOLD, Manager.

Situated on the New Adirondack & St. Lawrence Line. Solid vestibule trains direct to Childwold Park from Grand Central Depot, New York, without change. One of the most desirable resorts in the North Woods. Send for illustrated pamphlet giving full particulars.



A GLIMPSE OF GENESEE VALLEY PARK, ROCHESTER.—ON THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.



The New Hotel **AMPERSAND** And Cottages.

On Lower Saranac Lake, Adirondack Mountains.

TELEGRAPH AND POST-OFFICE ADDRESS,

AMPERSAND, FRANKLIN COUNTY, N. Y.

THE AMPERSAND is furnished with the most comfortable modern conveniences—elevator, bath-rooms, steam heat, open fire-places, gas, electric bells, etc. Fresh "Jersey" milk and vegetables from the Hotel Farm. Special advantages for the amusement of young people: Tennis Court, Base Ball Field, Shooting, Swimming, Sailing, Rowing, Music, etc.

The Ampersand is the starting point for all resorts and camping grounds. One can leave here by boat or carriage in the morning, visit any of the principal resorts or points of interest in this region, and return here in the evening. General store in the hotel, where outfits and supplies are furnished.

Owing to the recent discussions as to the contagion of tuberculosis, the management two years ago felt obliged to refuse guests afflicted with pulmonary troubles, and this policy will be pursued in the future. The hotel is entirely closed during the winter months. Particular attention is called to this location during the fall season as being especially attractive at this time of the year. Those suffering from Hay Fever experience instant relief in this region.

Tally-Ho Coaches meet all trains at Saranac Lake, distance one mile. Time tables, circulars and full information cheerfully given. Address

EATON & YOUNG, Managers.

The Queens Royal Hotel,

NIAGARA-ON-THE-LAKE.



THIS fashionable Summer Resort is situated in a private park on the shores of Lake Ontario, at the mouth of the Niagara River, ten miles from Niagara Falls and twenty-five from Buffalo. Illustrated circular, diagram of rooms and price on application. Passengers leaving New York after breakfast, will arrive at the Queens Royal in time for dinner.

McGAW & WINNETT, Proprietors.

The Queens Hotel,

TORONTO, ONT.



STRICTLY first-class in all its appointments. Delightfully situated. Celebrated for its excellence of cuisine and home-like comforts. Patronized by royalty, nobility and best families. Rates from \$8.00 upwards. Passengers leaving New York in the morning by the N. Y. C. & H. R. R.R. will arrive at the Queens in time for supper.

McGAW & WINNETT, Proprietors.



RAINBOW FALLS AND TRIPLE CASCADE, WATKINS GLEN.—REACHED VIA THE NEW CENTRAL & HUDSON RIVER RAILROAD.

∴ International ∴ Hotel ∴

NIAGARA FALLS, N. Y.



THE INTERNATIONAL opens for the season June 1st, and will continue open until November. During the past winter upwards of \$40,000 have been expended for electric lights, new parlors, dining room, billiard room and bowling hall, electric fountain, etc., which make it one of the grandest Summer places in the country. This well known and popular hotel is the largest, best and *nearest to the great Falls of Niagara*. From many of its rooms—as well as from its own magnificent private park and beautiful new dining room, opening directly upon the State Reservation—the rapids, the beautiful islands and the American Falls are in plain view, and only one minute's walk therefrom.

The International is thoroughly modern in its appliances and conveniences. Its cuisine and attendance are unsurpassed. The hotel will be under the management of Mr. Horace Fox, long and favorably known in hotel circles, and formerly of the Beckel House, Dayton, the Grand Hotel, Chautauqua, and "The Niagara," Buffalo.

RATE, \$3.00 TO \$5.00 PER DAY.

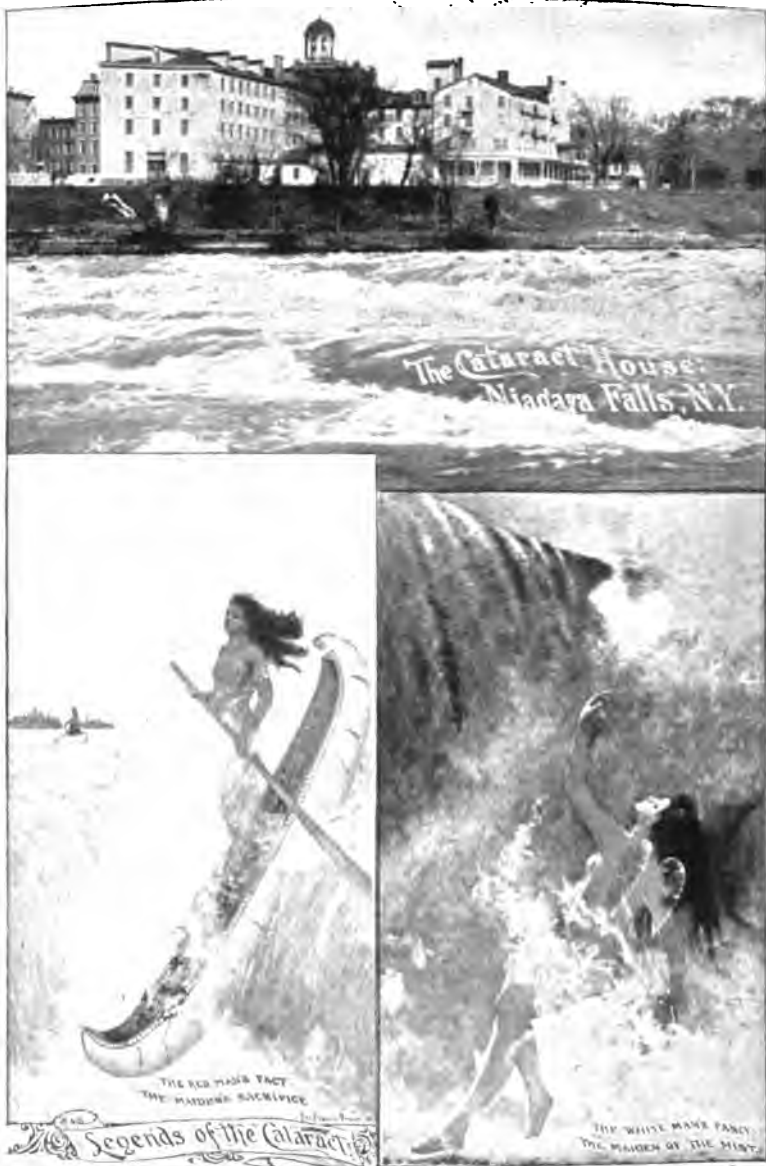
Extremely low rates for families, clergymen, physicians and teachers; also for students and others during their vacation term. Write for terms.

ADDRESS INTERNATIONAL HOTEL CO., NIAGARA FALLS, N. Y.

"AS OTHERS SEE US."

THE HIGHEST AUTHORITY.

"The International is the finest and largest hotel at Niagara, a great fire-proof stone structure built around three sides of an extensive lawn, which is adorned with flowers and ancient trees, and leads down to the American Rapids. The house fronts on Prospect Park, and from its magnificent colonnades and rooms, gives noble views of the rapids and islets, the wooded heights of Goat Island, and the absolute brink and spray of the falls. The appointments of this famous hotel are of the best, and the rates are moderate."—*King's Handbook of the United States*.



The Cataract House, NIAGARA FALLS, N. Y.

OPEN UNTIL NOVEMBER.

J. E. DEVEREUX, Manager.

The Clifton House * *

NIAGARA FALLS.

The Leading and Most Celebrated Hotel at Niagara.

Superior in Every Respect to All Others.

Directly in Front of the American and Canadian Falls.

.. ..

OPEN FROM MAY TO NOVEMBER OF EACH YEAR.

.. ..

Positively the Only Hotel Commanding any View
whatever of the Falls of Niagara.

.. ..

Check baggage to Niagara Falls, N. Y., and leave cars at same place. The Miller & Brundage Omnibus Co. convey guests and baggage without delay to the Clifton.

Address for all information by mail or telegraph,

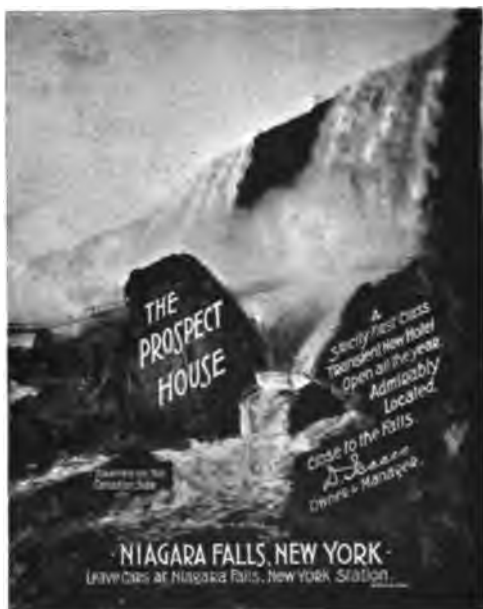
GEORGE M. COLBURN,

NIAGARA FALLS, N. Y.



She can enjoy her "Trilby" just as thoroughly under the Pintsch light, on the New York Central's "Chicago Limited," as if she were swinging in a hammock in the Adirondacks.

A perfect track, luxurious cars, a superb service, make a journey on "America's Greatest Railroad" a constant delight.



:: Hotel Kaltenbach ::

(Fronting State Park and Rapids)

Niagara Falls, N. Y.

AMERICAN SIDE.

A. KALTENBACH,

PROPRIETOR.

Open the Year Round.



Columbia Hotel,

Cor. First and Niagara Streets,
Niagara Falls, N. Y.

Convenient to Railway Stations and Falls. All modern improvements. Rates: \$2.00 and \$2.50 per day. Weekly rates upon application.

JOSEPH V. CARR,

PROPRIETOR,

Formerly of Niagara House.

The Niagara Gorge

THE LEWISTON BRANCH of the New York Central extends along the river from Niagara Falls—overlooking the magnificent scenery of Niagara Gorge, and in full view of Queenston Heights, Whirlpool Rapids, Brock's Monument, and many other historical points—to Lewiston Wharf, seven miles. Here connection is made with Niagara Navigation Company's Steamers for Toronto, and also with a handsome pleasure steamer plying between Lewiston and Niagara-on-the-Lake, a seven-mile sail to the mouth of the river.

River-View Trains

Equipped with Observation Cars and hard-coal burning engines, run at frequent intervals between Niagara Falls and Lewiston. Fare for the round trip only 25 cents. No visit to Niagara Falls is complete that omits this incomparable ride through Niagara Gorge.



LOWER FALLS OF THE GENESSEE RIVER, ROCHESTER.—ON THE NEW YORK CENTRAL.

THE HOTEL PORTER AT NIAGARA FALLS, N. Y.

Situated one minute's walk from the depots and five minutes' from the Falls on the principal street, is considered the best place in the city to stop for those desiring first-class accommodations at moderate prices. This house, although but three seasons old, is well and favorably known to all the traveling public from the Atlantic to the Pacific. The house has accommodations for 150 guests and a dining room seating capacity of 100.

Special attention is paid to excursion parties and special rates made.

Regular Rate \$2.00 to \$3.00 per day.

ROBT. P. MURPHY, PROPRIETOR.

Situated about 100 miles from Utica and Syracuse is the beautiful city of Gouverneur. Just a few miles from the Adirondacks, it has all the healthful advantages of that region, and abounds in magnificent mountain, lake and river scenery. It is here that the

ST. LAWRENCE INN

has just started its first season. This hotel, just built at a cost of \$100,000, is without a doubt the finest house in Northern New York. It is built entirely of native marble, is absolutely fire-proof, and its location, fronting on a beautiful park, makes it just the place to throw dull care to the winds and enjoy a Summer vacation. The house has 100 rooms, so arranged en suite with baths and toilets as to make it admirable for parties and families wishing to have exclusive apartments. It is lighted with 700 incandescent lamps, has electric elevators, and each room is equipped with a long distance telephone, so that one may from his own chamber hold a conversation with any part of the State. The house is furnished throughout with the latest designs in natural wood furniture, and the polished hard-wood floors are laid with beautiful Turkish and Persian rugs. The management has purchased one of the World's Fair Tally-Ho Coaches, which will run tri-weekly to Black Lake, St. Lawrence River and Thousand Islands for the benefit of the guests of the Inn. The water used in the house is from a mineral spring on the St. Lawrence Inn Dairy Farm which also furnishes all the vegetables, butter, eggs, cheese, cream and poultry used on the tables.

The rates at this house will be **\$2.00 to \$3.00 per day**, with special rates for weekly boarders and to families and large parties.

The Proprietor, ROBT. P. MURPHY, also owns the popular Hotel Porter at Niagara Falls, and it will run in connection with the St. Lawrence Inn. Address,

ROBT. P. MURPHY,

**ST. LAWRENCE INN,
GOVERNEUR, N. Y.**

**NEW HOTEL PORTER,
NIAGARA FALLS, N. Y.**



Hotel Imperial,

NIAGARA FALLS, N. Y.

NEW FIRST-CLASS MODERATE PRICE
HOTEL, ELEGANTLY FURNISHED AND
ALL MODERN IMPROVEMENTS. CON-
VENIENT TO DEPOT AND FALLS. TRY
IT. RATES, \$2.50 TO \$4.00 PER DAY.
OPEN THE YEAR ROUND.

C N. OWEN, Prop.

CHAUTAUQUA, 1895



CHAUTAUQUA is built upon heavily wooded, natural terraces, which slope gently to the shore of Chautauqua Lake, a lovely sheet of water twenty miles long and from one-half to two miles wide, lying in the south-western corner of New York State and accessible by four principal lines of railway. There is no swampy or malarial land in the vicinity; the beach is gravel, protected with a wall of stones. Lake Erie is only ten miles away, but it lies seven hundred feet below. The beautifully undulating country in the vicinity offers many attractive drives. The air is cool and invigorating. Hot, oppressive nights are

almost unknown. Many visit Chautauqua to escape hay fever. The streets and avenues of this sylvan town wind gracefully in and out among the trees, or stretch like leafy tunnels through the forest. More than five hundred dwellings, ranging from tiny chalets to large comfortable villas, are scattered in orderly arrangement through the groves, about the parks and by the lakeside.

NOT A DULL DAY ALL SUMMER.

Chautauqua is free from *ennui*, *gossip*, *mosquitoes* and the other ills of a conventional summer resort. Recreation of every rational and wholesome kind is mingled with instruction in delightful proportions. Chautauqua is a peculiar city. After paying a slight tax the inhabitants are free to enjoy lectures, concerts, readings, entertainments, clubs, fetes, illuminations, regattas, ball matches, tennis tournaments, etc., without additional charge. Something is planned for every day to suit every taste. There are no compulsory exercises, no overcrowding, no turmoil or distracting noise. It cannot be adequately described. A visit is the only way to learn what the plan of life is.

Write for schedule of the season of 1895.

The Hotel Athenaeum

Is an establishment of the first-class, affording every modern comfort and convenience at moderate prices. There are also many cottages which offer board and lodging at very reasonable rates. Address,



HOTEL ATHENAEUM.

W. A. DUNCAN, Secretary, SYRACUSE, N. Y.



HOTEL ONTARIO,

ONTARIO BEACH, N. Y.
FIRST-CLASS IN EVERY RESPECT.

Ontario Beach is situated seven miles
from Rochester on Lake Ontario. : :

Central R.R. run frequent trains to and from city.
GEO. W. SWEENEY, Prop.



Not only are the Wagner Palace Cars on "America's Greatest Railroad" illuminated by the Pintsch light, but the ordinary coaches and the mail cars are equipped with this safe and brilliant illuminator; the New York Central being the first railroad in the country to equip its mail cars with this perfect light.



RATES:

FROM

\$3.50

TO

\$5.00

PER DAY

**SPECIAL
ARRANGEMENTS**

WITH

**LARGE PARTIES
and those making
prolonged
visits.**

CHATEAU FRONTENAC
DUFFERIN TERRACE, QUEBEC.
THE MOST CHARMING HOTEL IN THE WORLD.
For further information, address MANAGER, CHATEAU FRONTENAC, QUEBEC.

AUDITORIUM HOTEL,

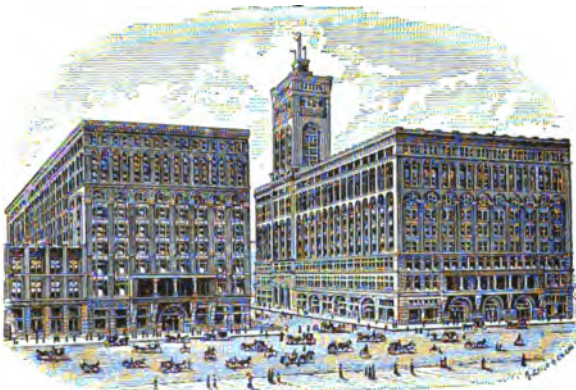
Michigan Ave. and Congress St.

500 ROOMS AMERICAN PLAN.

500 ROOMS EUROPEAN PLAN.

CHICAGO.

THE most massive structure in the world, built of stone and iron, eleven stories high, having a frontage on the street of one thousand feet. The hotel is absolutely fire-proof, affording perfect safety to its occupants under all circumstances. In all its features, including its furnishings and fittings in every department, the Auditorium is without its superior anywhere in the world. The



APARTMENTS. EUROPEAN PLAN.

AMERICAN PLAN.

location, on Michigan Avenue, Congress Street and Wabash Avenue, at the beginning of the finest drive in this country, overlooking Lake Michigan and Park, and at the same time within four blocks of the Post-office and

business center, makes it positively unrivalled in this respect by any hotel that can be named. The Auditorium is conducted upon both the American and European plans.

Stations: Illinois Central, Michigan Central Steamboat Landing, Elevated Railroad, Cable Cars, all within one block of hotel.

PRICES:

AMERICAN PLAN, \$3.50 TO \$5.00 PER DAY.

EUROPEAN PLAN, \$2.00 TO \$4.00 PER DAY.

AUDITORIUM HOTEL COMPANY,

By BRESLIN & SOUTHGATE.



The boatman who under-stands his work is also a practical cook.



ON THE DECK OF A LAKE GEORGE STEAMER.
ALL REACHED VIA THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.



In the charge of its owner the St. Lawrence skiff is always perfectly safe.



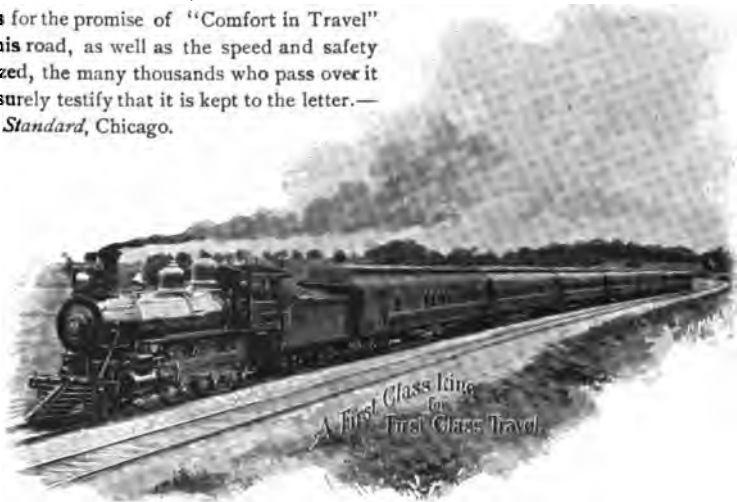
Comfort in Travel

Is a phrase that among experienced travelers has come to be almost synonymous with "Michigan Central."— *Rochester Democrat and Chronicle.*

"The Favorite Summer Tourist Route of the Country."

The Michigan Central provides the best possible service that could be expected between the East and the West.—*Christian Leader, Boston.*

As for the promise of "Comfort in Travel" by this road, as well as the speed and safety realized, the many thousands who pass over it will surely testify that it is kept to the letter.—*The Standard, Chicago.*



Chicago - New York - Boston

VIA

NIAGARA FALLS - BUFFALO.

"The main line is as near perfection in the way of construction, appointments, service and able management as can be conceived in modern railroading. No skill or expenditure has been spared to make it the model railroad of the country."—*Official Report of Inspection by Railroad Commissioner of Michigan.*

ROBERT MILLER,
General Superintendent,
DETROIT.

O. W. RUGGLES,
Gen'l Pass'r and Ticket Agent,
CHICAGO.

Summer Pleasuring — Tickets

— TO —

LAKE CHAUTAUQUA.

NIAGARA FALLS.

ADIRONDACKS.



ST. LAWRENCE RIVER, WHITE MOUNTAINS, ATLANTIC
COAST, WOODS AND LAKES OF THE NORTHWEST.



ONLY

Double-Track Line

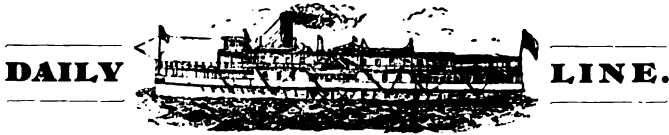
* Chicago *

To the East.

A. J. SMITH, G. P. & T. A., CLEVELAND, O.

"LAKE CHAUTAUQUA," an illustrated descriptive book of that
most delightful resort, sent on receipt of ten cents in postage.

OTTAWA RIVER NAVIGATION CO.



MODERN STEEL PALACE STEAMERS

"SOVEREIGN"

BETWEEN

"EMPRESS"

OTTAWA AND MONTREAL,

SHOOTING THE RAPIDS.

Leave OTTAWA 7.30 a.m. Leave MONTREAL 8.00 a.m.

Head Office: 88 Common Street, MONTREAL.

R. W. SHEPHERD, Jr. Manager.

BEAUTIFUL RIVER SCENERY THE WHOLE WAY.



Hon. William E. Gladstone, the grand old man of eighty-five, could read his evening paper by the Pintsch light on the Empire State Express of the New York Central as comfortably as if he were seated in his library at Hawarden.

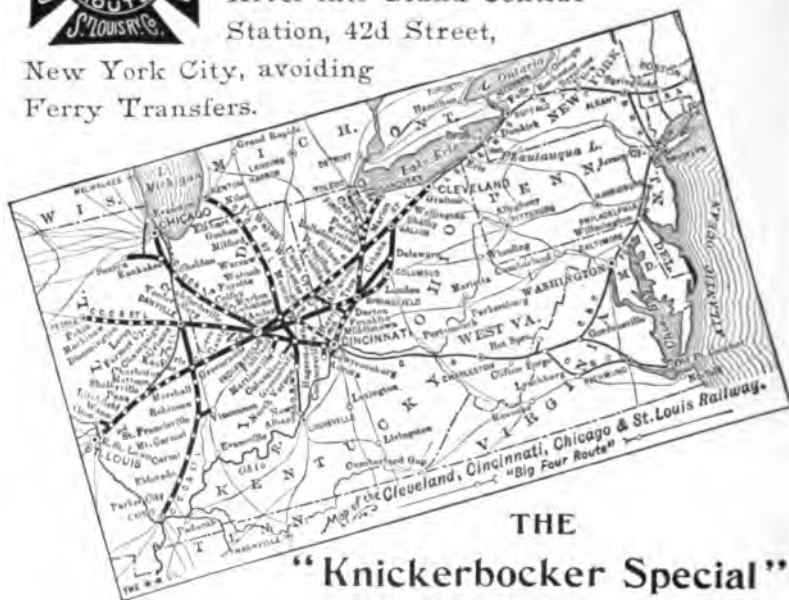
How to Reach the EAST From the WEST.

Magnificent Through Trains with Wagner Buffet Sleeping Cars, Library and Cafe Cars and Dining Cars, run daily from St. Louis, Peoria, Indianapolis, Cincinnati,



Dayton, Springfield and Columbus via Cleveland and Buffalo, through the Mohawk Valley and down the Hudson River into Grand Central Station, 42d Street,

New York City, avoiding
Ferry Transfers.



THE "Knickerbocker Special" AND "Southwestern Limited"

ARE MODELS OF PERFECT EQUIPMENT.

The "Big Four" is the connecting link between the NORTH and SOUTH. Elegant Through Trains run daily between Cincinnati, Indianapolis, Chicago and St. Louis.

M. E. INGALLS,
President.

E. O. McCORMICK,
Pass'r Traffic Manager.

D. B. MARTIN,
Gen'l Pass'r and Ticket Agt.

ROME, WATERTOWN & OGDENSBURG RAILROAD

N. Y. C. & H. R. R.R. CO. LESSEE.

THE GREAT HIGHWAY AND FAVORITE ROUTE

For Fashionable Pleasure Travel.

THE ONLY ALL-RAIL ROUTE TO THE

THOUSAND ISLANDS

"The Loveliest River Resort in the World."

THE R., W. & O. R.R. is leased in perpetuity to the New York Central & Hudson River R.R. The lessee company has expended more than one million dollars in permanent improvements and betterments, relaying the railway with the heaviest steel rails used north of the trunk lines; renewing and reballasting the road-bed, increasing the number of ties per mile, replacing the bridges with heavier new ones of steel and iron, and making various other improvements on the R., W. & O. system. Standard locomotives, capable of hauling the heaviest passenger trains at high speed, have been added to the motive power, and sumptuous new coaches to the passenger equipment.

Solid Vestibule Trains to and from the Thousand Islands

stop only at principal cities, and make the following very fast time:

NEW YORK, 8 hours; ALBANY, 5 hours; UTICA, 3 hours; NIAGARA FALLS, 8½ hours; BUFFALO, 8 hours; ROCHESTER, 6½ hours; SYRACUSE, 3½ hours, connecting with the fast Express and Limited trains to and from Chicago, St. Louis, Cincinnati, Detroit, Toledo, Pittsburgh, Cleveland, and the West; also with Boston and New England points.

Thirteen Express trains week-days and five Express trains Sundays, run in and out of Clayton (Thousand Islands). Fast trains run to and from the West expressly to avoid the slow lake trip with its many discomforts, and to enable tourists and pleasure seekers to enjoy among the Thousand Islands the time thus gained (from 4 to 12 hours) which otherwise would be consumed in an uncertain and uninteresting lake passage.

SPECIAL EXCURSIONS

FROM ROCHESTER :::

Every Week-day, via N. Y. C. & H. R. R.R. and Syracuse to Thousand Islands, at Cheap rates.

Wagner Vestibule Newest Buffet Sleeping and Drawing-Room Cars

ON ALL THROUGH TRAINS.

All trains connect at Clayton with Thousand Island Steamboat Co. for all places in the Thousand Island region. Connection is also made at Clayton with Richelieu & Ontario Navigation Co. steamers for Montreal, Quebec, the River Saguenay, etc., passing all of the Thousand Islands and Rapids of the River St. Lawrence by daylight.

The Rome, Watertown & Ogdensburg R.R. is the *Great Tourist Route* to all places on the St. Lawrence River, and all Canadian Resorts, the Adirondack Mountains, Green Mountains, White Mountains, and Sea Coast Resorts.

Wagner Buffet Sleeping Cars run by this route between Chicago and Portland, Maine, passing through the celebrated White Mountain Notch by daylight, and stopping directly in front of the principal hotels in the White Mountain Region.

Send ten cents postage for the illustrated book, "Routes and Rates for Summer Tours," with 230 pages, 150 fine illustrations, 11 valuable maps—the best book given away.

THEO. BUTTERFIELD,

GENERAL PASSENGER AGENT,

SYRACUSE, N. Y.



HOTEL LIFE IN SARATOGA. THE WORLD'S GREATEST WATERING-PLACE.—REACHED VIA THE NEW YORK CENTRAL.

For Health and Pleasure

GO TO THE

MOST PICTURESQUE MOUNTAIN

: : REGION ON THE GLOBE : :

THE CATSKILL MOUNTAINS.

The only direct and all-rail route to this
popular resort is via

The Ulster & Delaware Railroad.

All the prominent points in the Mountains are reached by this route, and it is the only line running Drawing-Room and Sleeping Cars to the Catskills.

AT RONDOUT—

Connection is made with Night Line and Day Line Steamers and by Rhinebeck Ferry with Fast Trains on N. Y. C. & H. R. R.R.

AT KINGSTON—

(Union Depot) with West Shore and Wallkill Valley Railroads.

A copy of the fully illustrated Summer Book with map of the Catskill Mountain Region, may be procured by sending six cents postage to

N. A. SIMS,

General Passenger Agent,

RONDOUT, N. Y.



The Otis Elevating Railway.

IMPROVED SERVICE TO THE CATSKILL MOUNTAINS.

In connection with the New York Central and Catskill Mountain Railways via Catskill, the Otis Elevating Railway forms the

DIRECT AND SHORT LINE

To the Catskill Mountain House, Kaaterskill Hotel, Laurel House, Haines Corners, Tannersville, and the Twilight, Santa Cruz, Elka and Onteora Parks, and Schoharie Mansion.

A LIMITED TRAIN

Over the New York Central & Hudson River Railroad on Saturdays only, at 1.45 P.M., from Grand Central Station, for Catskill without stop, makes direct connection with Catskill Mountain and Otis Elevating Railway train due at Catskill Mountain Station in

Three Hours and Thirty Minutes.

The Otis Elevating Railway

Is a marvel of engineering skill, and in length, elevation overcome, and carrying capacity, it exceeds any other incline railway in the world. The ride up the Mountains is a novel and delightful experience and is alone worth a visit to the Catskills.

Direct connection is also made with

**THE HUDSON RIVER DAY LINE,
THE CATSKILL EVENING LINE AND
THE WEST SHORE RAILROAD.**

Tickets via this route are on sale at all New York offices and by all connecting lines, and baggage is checked through to destination.

C. A. BEACH, Gen'l Sup't,
CATSKILL, N. Y.

Hoosac Tunnel Route

SHORT LINE

BOSTON TO THE WEST.

The only line running solid trains, comprising Parlor, Passenger
and Baggage Cars,

BETWEEN BOSTON AND SARATOGA,

THROUGH THE BEAUTIFUL DEERFIELD VALLEY.

Palace, Parlor and Sleeping Cars, via

New York Central & Hudson River Railroad, and Central Vermont Line,

Leave Grand Central Passenger Station, 42d Street,

NEW YORK FOR MONTREAL,

Daily Sundays included.

For rates of fare, time tables and further information apply to any authorized Ticket Agent
in the United States and Dominion of Canada. Be sure your tickets read via

FITCHBURG RAILROAD.

J. R. WATSON, General Passenger Agent, BOSTON, MASS.



A veritable club-house on wheels is the buffet, smoking and library car on the New York Central, the Pintsch light giving a finished tone to the luxurious surroundings. It is now acknowledged that "America's Greatest Railroad" is at the "head" as a through passenger line.

Thousand Island Steamboat Co.

... IN CONNECTION WITH ...

**New York Central and Rome, Watertown
& Ogdensburg Railroads. : : : : :**



Steamer "St. Lawrence," the Greyhound of the River.

You won't be happy until you have taken the—

“BIG THREE”

EXCURSIONS, which are run daily during JULY, AUGUST and SEPTEMBER by the fast, commodious side-wheel excursion steamers of this company.

- 1st.—Steamer “ST. LAWRENCE’S” Fifty-Mile Ramble.
- 2d.—Steamer “ST. LAWRENCE’S” Electric Search Light Excursion.
- 3d.—Steamer “EMPIRE STATE’S” Trip to Canada.

These trips are so arranged as to include all points of interest, and no one has thoroughly seen or enjoyed the THOUSAND ISLANDS until he has taken all three.

N. B.—Make no mistake. Take the steamers bearing the New York Central shield on smoke-stack, and your enjoyment is assured.

For particulars see local advertisements.

Send two-cent stamp for descriptive pamphlet.

HOWARD S. FOLGER,
Gen'l Manager, CLAYTON, N. Y.

B. W. FOLGER, Jr.
Gen'l Pass'r Ag't, KINGSTON, Ont.

THE
Richelieu & Ontario Navigation Co.

ROYAL MAIL LINE

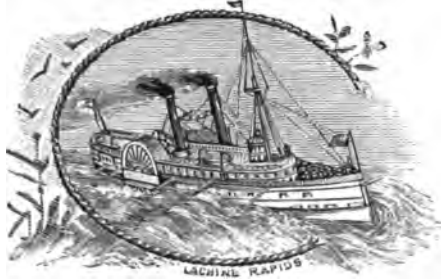
BETWEEN

**TORONTO, KINGSTON, MONTREAL
 AND INTERMEDIATE PORTS,**

Composed of the following first-class Iron Steamers:

"SPARTAN," "CORSIKAN," "PASSPORT," AND "ALGERIAN."

Season of 1895.



Season of 1895.

Leaving Toronto daily (Sundays excepted), at 2.00 o'clock P.M., calling at Bowmanville, Port Hope, Cobourg, Kingston, Clayton, Alexandria Bay and other intermediate ports, arriving at Montreal at 6.30 P.M., connecting with the steamers for Quebec and the Saguenay.

All the above steamers pass through the beautiful and romantic scenery of the Lake of the Thousand Islands and the exciting rapids of the St. Lawrence, by daylight.

THE MONTREAL & QUEBEC LINE,

Composed of the magnificent large Iron Steamers

"QUEBEC" AND "MONTREAL,"

Will leave Montreal daily (Sundays excepted) at 7.00 P.M., calling at intermediate ports, and arriving at Quebec at 6.30 the following morning, connecting with steamers for the Saguenay and the Intercolonial Railway for places in the Maritime Provinces.

THE SAGUENAY LINE,

Composed of the beautiful iron steamer "CAROLINA," recently purchased at Baltimore, the splendid steel steamer "CANADA" and the fine steamer "SAGUENAY."

One of these steamers will leave Quebec on the mornings of Tuesday, Wednesday, Friday, and Saturday at 7.30, calling at Murray Bay, River-du-Loup, Tadoussac, Ha-Ha Bay and Chicoutimi, connecting at this place with the Lake St. John Railway.

State-rooms may be secured and tickets obtained on application to

J. F. DOLAN, - - -	No. 2 King Street East, TORONTO.
H. FOSTER CHAFFEE, -	No. 128 St. James Street, MONTREAL.
J. McCONNIF, - - -	Windsor Hotel, MONTREAL.
L. H. MYRAND, - - -	Napoleon Wharf, QUEBEC.

Through tickets on sale at Principal Railway Offices in the United States and Canada.

ALEX. MILLOY, Traffic Manager.

C. F. GILDERSLEEVE, General Manager,

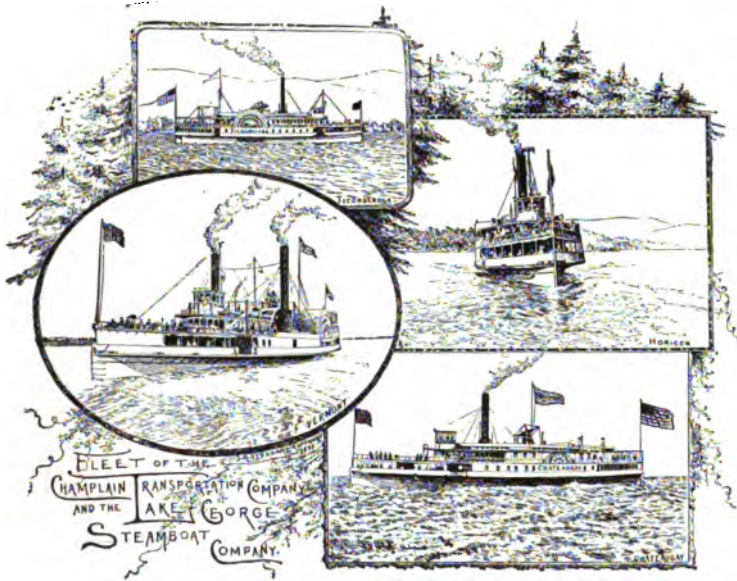
General Offices, 228 St. Paul Street, Montreal.



A COACHING PARTY IN THE ADIRONDACK MOUNTAINS.

Am. B. M. Co. 1886

Champlain Transportation Company, AND Lake George Steamboat Company.



The Attractive Tourist Route

TO THE RESORTS OF THE

ADIRONDACK, WHITE AND GREEN MOUNTAINS,
- SARATOGA, HOTEL CHAMPLAIN, MONTREAL -
- - - - - AND OTTAWA. - - - - -

STEAMER CONNECTIONS are made at Caldwell with morning trains of the D. & H. R.R. from Troy, Albany and the South, passing through Lakes George and Champlain by daylight, and connecting with trains at Plattsburgh for Montreal and points north, with Chateaugay Railroad for Adirondack Mountains, and at Burlington with Central Vermont R.R. for White and Green Mountains, and all points in **NEW ENGLAND**.

Parties from the north can obtain comfortable staterooms on steamer at Plattsburgh, securing a good night's rest, and have use of same on trip the following morning.

Tickets, via this route, can be procured at office, 21 Cortlandt Street, and at all Railroad and Steamboat ticket offices. **Meals served on board** at reasonable rates. For time-tables and illustrated guide-book, apply to

GEORGE RUSHLOW,
General Manager.

GENERAL OFFICE,
BURLINGTON, VT.

People's Line Steamers.



DEAN RICHMOND, CAPT. J. H. MANVILLE.

DREW, . . . CAPT. S. J. ROE.

Leave

Albany for New York

8.00 P. M.

EVERY WEEK DAY,

**OR, ON ARRIVAL OF TRAINS FROM THE WEST
NORTH AND EAST.**

Tickets are on sale at all stations of the New York Central & Hudson River and West Shore Railroads and connecting lines through the West, via People's Line Steamers to New York. Baggage checked through.

LEAVE NEW YORK for ALBANY

from Pier 41 (old No.)
foot of Canal Street, N. R.,

6.00 P. M. EVERY WEEK DAY,

Connecting with trains North, West and East. Passengers can be TICKETED and have their BAGGAGE CHECKED to all points on the N. Y. C. and West Shore Railroads, and connecting roads west and east of Albany; also for all points North—Lake George, Lake Champlain, Adirondacks, etc.

Saturday night steamer connects Sunday morning at Albany with D. & H. R.R. for Saratoga and points North; also with N. Y. C. & H. R. R.R. and West Shore for points West.

Important Announcement to the Travelling Public.

A special arrangement has been made with the N. Y. C. & H. R. R.R. and West Shore Railroad, whereby passengers holding through tickets over the above roads can have choice of routes. Passengers from the West holding tickets to New York and points South can have them exchanged by conductors on trains, and they will be good for passage on People's Line Steamers between Albany and New York in either direction.

Passengers from the South holding through tickets for Albany and points West and North can have them exchanged at office of People's Line Pier 41, N. R., foot Canal Street, New York. Tickets must be exchanged before going on board steamer.

J. H. ALLAIRE,
Gen'l Ticket Agent,

M. B. WATERS,
Gen'l Pass'r Agent,

PIER 41, NORTH RIVER, FOOT OF CANAL STREET, NEW YORK.



OPERATING Magnificent Side-Wheel Steamers "STATE OF NEW YORK" and "STATE OF OHIO," forming **Daily Line** between **BUFFALO** and **CLEVELAND**.

DAILY TIME TABLE.

SUNDAY INCLUDED.

Lv. BUFFALO.....	7.30 P.M.	Lv. CLEVELAND.....	7.00 P.M.
Ar. CLEVELAND.....	8.30 A.M.	Ar. BUFFALO.....	8.30 A.M.

EASTERN STANDARD TIME.

Take the "C. & B. Line" steamers and enjoy a refreshing night's rest when en route to **Cleveland, Columbus, Cincinnati, Toledo,**

Indianapolis, Chicago, Detroit, Mackinac

Island, Northern Lake Tourist resorts,

Or any OHIO, INDIANA, or southwestern point.

ASK TICKET AGENTS FOR TICKETS VIA C. & B. LINE.

Send 4 cents postage for tourist pamphlet.

W. F. HERMAN,

GEN'L PASS'R AGENT,

T. F. NEWMAN,

GEN'L MANAGER,

CLEVELAND, O.



Meals on the Dining Cars of the New York Central are made bright and cheery by Pintsch light: it is safe, steady and satisfactory. Surely the service on "America's Greatest Railroad" is as nearly perfect as can well be made.

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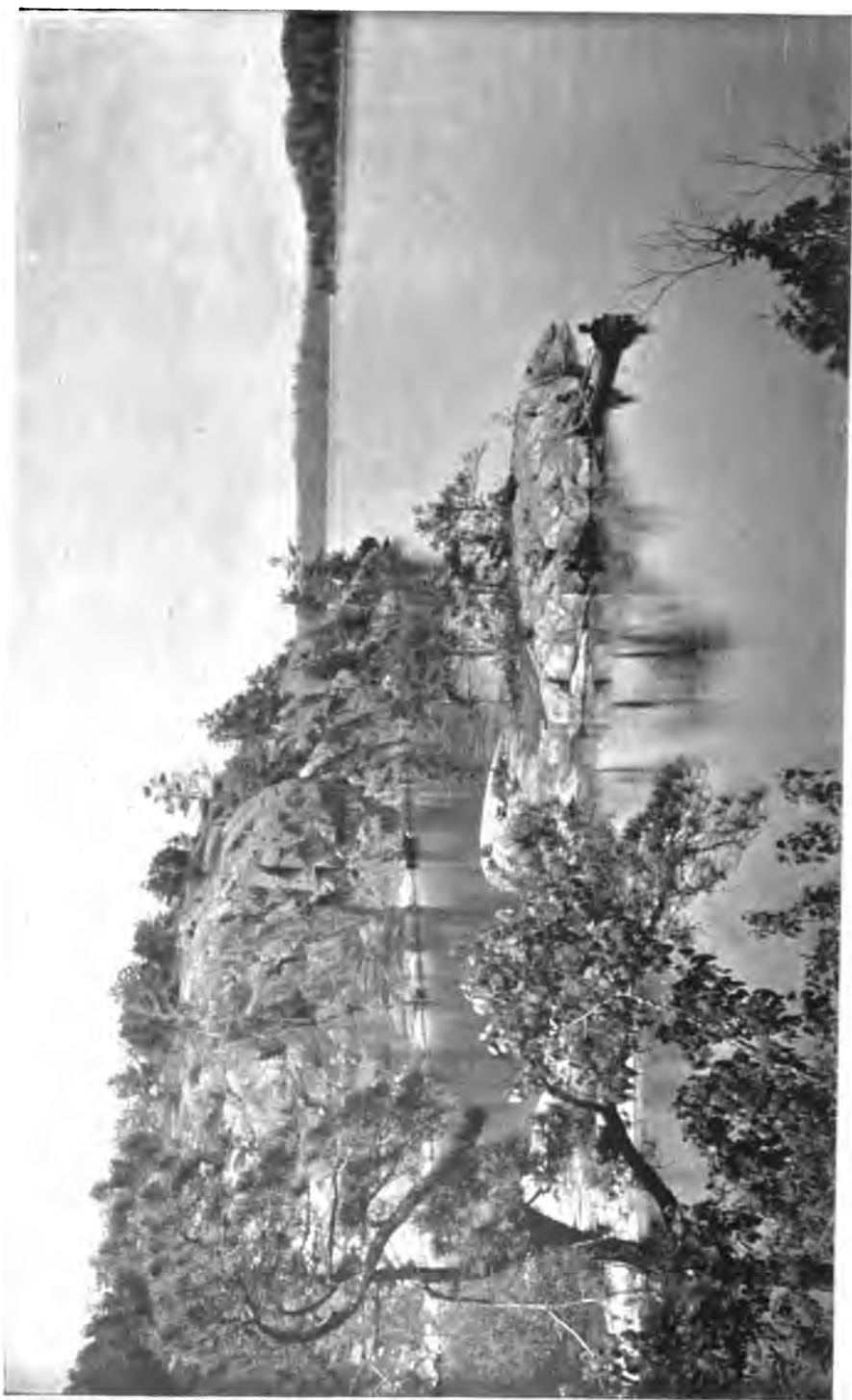
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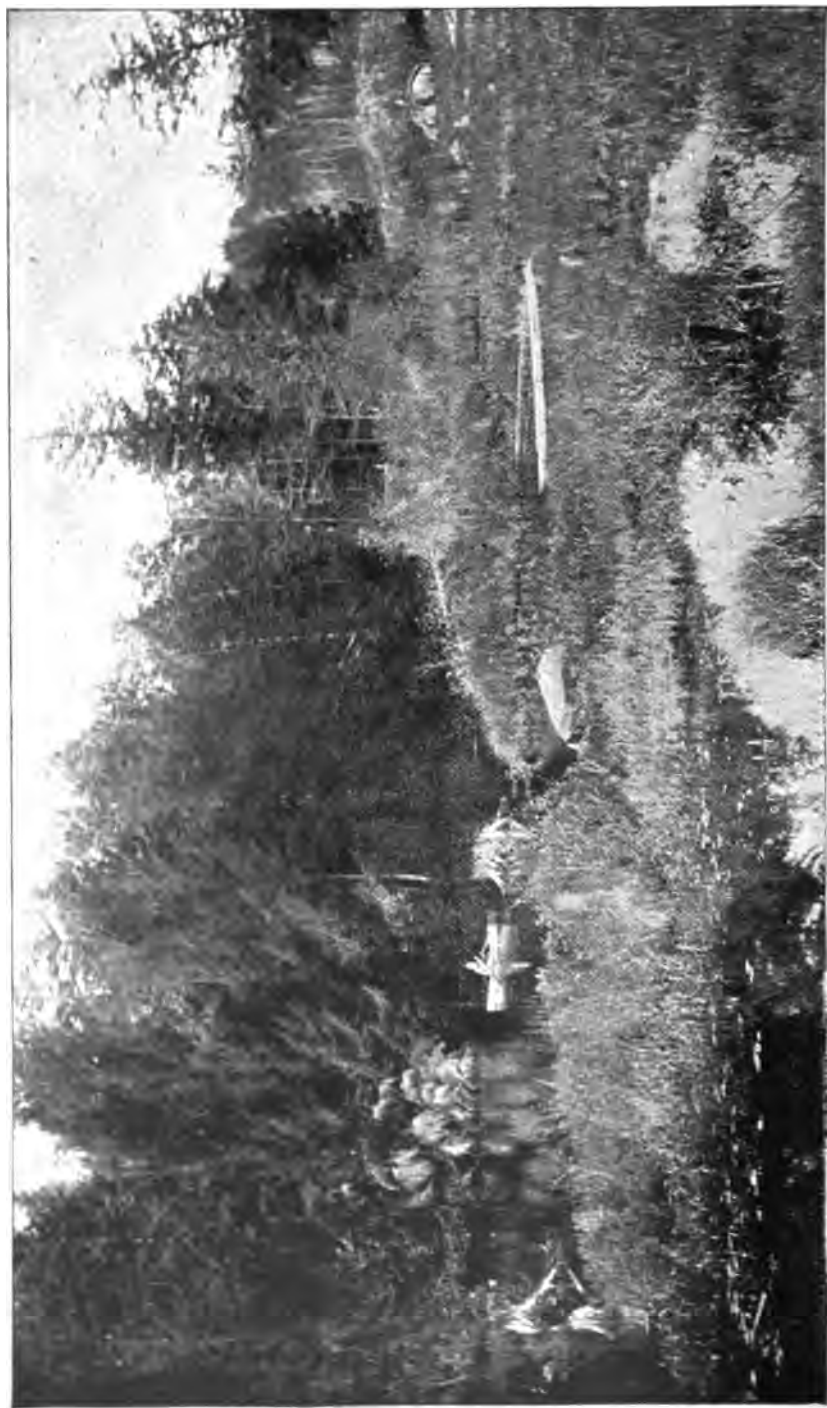
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A WOODLAND STREAM AT CHESTERTOWN, IN THE ADIRONDACK MOUNTAINS.—ON THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

ASK THE TRAIN BOY FOR

TOWN TOPICS

AND


TALES FROM TOWN TOPICS.

TOWN TOPICS is universally recognized as the most complete weekly journal in the world. Its "Saunterings" columns are inimitable. Its society news, especially of the doings of the 400 of New York, Boston, Philadelphia, Chicago, and *all over the world*, is not equalled by any newspaper. Its Financial Department is authority with all bankers and brokers. Its "Literary Show"—notes on current literature—is by the cleverest of reviewers. Its "Afield and Afloat" makes it the most interesting paper for all lovers of sport—yachting, football, rowing, shooting, fishing, etc. Its "On the Turf" excels all other racing notes. Its burlesques, poems and jokes are the cleverest. Its stories are by the best writers—among them Amélie Rives, F. Marion Crawford, Julian Hawthorne, Edgar Fawcett, Gilbert Parker, Mary J. Hawker ("Lanoe Falconer"), Barry Pain, Paul Bourget, Rudyard Kipling, Ambrose Bierce, etc., and are, even if a trifle risqué, yet always clever, bright and pretty.

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TOWN TOPICS, 208 Fifth Ave., NEW YORK.

JUST OUT:—A New Story of London Society and British Politics.

"THROUGH TROUBLED WATERS."

By Mrs. FRANCIS J. A. DARR.

NEW ROUTE

To the Adirondack Mountains.

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The Leasing of the Adirondack & St. Lawrence Railroad by the New York Central & Hudson River Railroad gives the great Four Track Trunk Line an unbroken all rail route to the very heart of the mountains and to Montreal.

Through Cars run between New York and Childwold Park, Tupper Lake, Saranac Inn, Saranac Lake, Lake Placid, Loon Lake, Paul Smith's, and other points in the great wilderness, so full of attractions to the health and pleasure seeker.

The Through Service is via Utica, and passengers from the west or east will have excellent accommodations. Two trains daily for Montreal and Ottawa.

Several Hours saved by taking the new line, which is in first-class condition.

:::::

ASK FOR TICKETS TO THE ADIRONDACK MOUNTAINS
VIA THE

New York Central,

AND YOU WILL GET THERE IN THE QUICKEST AND
MOST COMFORTABLE WAY.

THE PEOPLE'S PAPER.

- THE -

New York Daily News

Circulation Exceeds any
other Daily in the
United States.

The Sunday News has a circulation in New York City greater than any other Sunday newspaper.



"Four-Track Series," Etching No. '3.—"The Old Spring at West Point."

For a copy of our Illustrated Catalogue of the "Four-Track Series" books and etchings, send two 2-cent stamps to George H. Daniels, General Passenger Agent, Grand Central Station, New York.

Summer Resort Hotel

Proprietors and Managers

Apparently generally appreciate the fact that the circulation of

THE NEW YORK MAIL AND EXPRESS (THE LEADING EVENING PAPER)

Is very largely among the best class of people in New York City and vicinity—the people who have means and time to visit summer and winter resorts. Their extensive patronage of its advertising columns is indisputable proof that it is the very best medium for such advertisers. During the summer of 1894 **THE MAIL AND EXPRESS** printed **64,444** lines of summer resort advertising, which largely exceeded that printed by any other New York evening paper and was equalled by only two morning papers.

THE MAIL AND EXPRESS prints more news and gossip from the summer resorts than any other paper, morning or evening. Its wire and cable services cover the news from all parts of the globe.

Its special departments devoted to society, literature, finance, sports, art, music and the drama, are of the highest standard of excellence.

THE MAIL AND EXPRESS is sold by newsdealers at all the leading resorts and on all trains and boats leaving New York. People going to the country can have the paper sent direct to them if they desire for any length of time, by addressing,

THE MAIL AND EXPRESS,
203 BROADWAY, NEW YORK.

Correspondence regarding advertising solicited. Summer and winter resort advertising rates—transient, 15 cents per agate line; if ordered for 26 insertions, 10 cents per agate line each insertion.

The · Dollar · Monthly · of · Fun.

 10c. PER COPY. 



Judge's Library.

SOLD EVERYWHERE.

EVERYWHERE ENJOYED.

MAKES THE SORROWFUL HAPPY. : :

MAKES THE WHOLE WORLD LAUGH.

— — — — —
If we cannot have your Dollar for a year,
send 10c. for a Sample Copy.

Judge Publishing Co.

110 FIFTH AVENUE, NEW YORK.



TAR HIGH FALLS AT DOUGLASSVILLE.—VIEWED BY THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

Do you want Summer Boarders?

Do you want a Summer Home?

IF YOU DO,

CONSULT THE

INFORMATION BUREAU

OF THE

Brooklyn Daily Eagle,

Rooms, Nos. 29 and 30 Eagle Building,

BROOKLYN, N. Y

SOMETHING NEW.

In this Bureau is a list of all the Summer Resort Hotels and Boarding Houses in the country with their circulars, and in many instances photographs of the houses and surroundings, also railroad literature, time tables and maps.

Full information given FREE about all resorts. Patronized by the best people of New York and Brooklyn.

THE BROOKLYN EAGLE

Is the best Resort Advertising medium in the country. Last year it carried 20,798 advertisements or 628 columns of this class of advertising, or double that of any other publication in the country. Send for the "Eagle's" rate book.

ADVERTISE IN

THE NEW YORK MERCURY,

THE BRIGHTEST AND BEST PENNY PAPER
IN THE UNITED STATES

Summer resort advertisements cost ten cents a line for one
insertion or \$2.50 a line Daily and Sunday for one month.



CLOSED.

Folding Beds

75 STYLES.

CABINET and
WARDROBE.

PORTABLE

Reservoir**Washstands.**

The Best Made.
Strongest.
Simplest.
Cheapest.

NO PUMP. NO SEWER GAS.
NO TOILET SET.

REASONABLE AND BEAUTIFUL.

ODORLESS COMMODOES, Etc.



OPEN.

THE HALE & KILBURN MFG. CO.
48 2ND 80 N. 8TH ST., PHILADELPHIA.
94 FIFTH AVE. (near 14th St.) NEW YORK.

“Sherman Park” On the Harlem R.R.

THE IDEAL SUBURBAN HOME SITE.

As beautiful as the Berkshire Hills, and as healthful as the rugged Adirondacks. The success of the year! Restricted lots at \$100 to \$250. \$1.00 to \$2.50 weekly, \$5.00 to \$12.00 monthly. Titles guaranteed by the German American Real Estate Title Guarantee Company. Send or call for prospectus.

RAPID TRANSIT REAL ESTATE CO.

163-167 BROADWAY.

PINKERTON'S NATIONAL DETECTIVE AGENCY.

Founded by ALLAN PINKERTON 1850.

No divorce cases undertaken nor work that will interfere
with the marriage relations.

ROBT. A. PINKERTON,
New York.
WM. A. PINKERTON,
Chicago.

GEO. D. BANGS,
Gen'l Sup't, New York.
D. ROBERTSON,
Ass't Gen'l Sup't Middle Division, Chicago.
JAS. McPARLAND,
Ass't Gen'l Sup't Western Division, Denver.

OFFICES:

NEW YORK, 86 Exchange Place.
BOSTON, 10 & 12 Federal Street.
PHILADELPHIA, 441 Chestnut Street.
CHICAGO, 199 & 201 Fifth Avenue.

ST. PAUL, Germania Bank Building.
KANSAS CITY, 622 Main Street.
DENVER, Opera House Block.
PORTLAND, Ore., Marquam Block.

Correspondents throughout the United States and Europe. Business transacted in all
parts of the world. Watchmen furnished by day, week or month, on application.



"Four-Track Series," Etching No. 4.
"No. 999 and the
De Wilt Clinton."

For a copy of our Illustrated
Catalogue of the "Four-Track
Series" books and etchings, send
two 2-cent stamps to George H.
Daniels, General Passenger Agent,
Grand Central Station, New York.



Every little boy should have a NEW YORK CENTRAL

“Toy Train” with “999” Engine.

THEY ARE MADE BY THE

Ideal Manufacturing Co. of Detroit, Michigan,

AND ARE SOLD BY ALL FIRST-
CLASS TOY DEALERS. - - -

“WATCH” THE ELGIN.

It has a Good Movement.

Built in a Watch Town.--



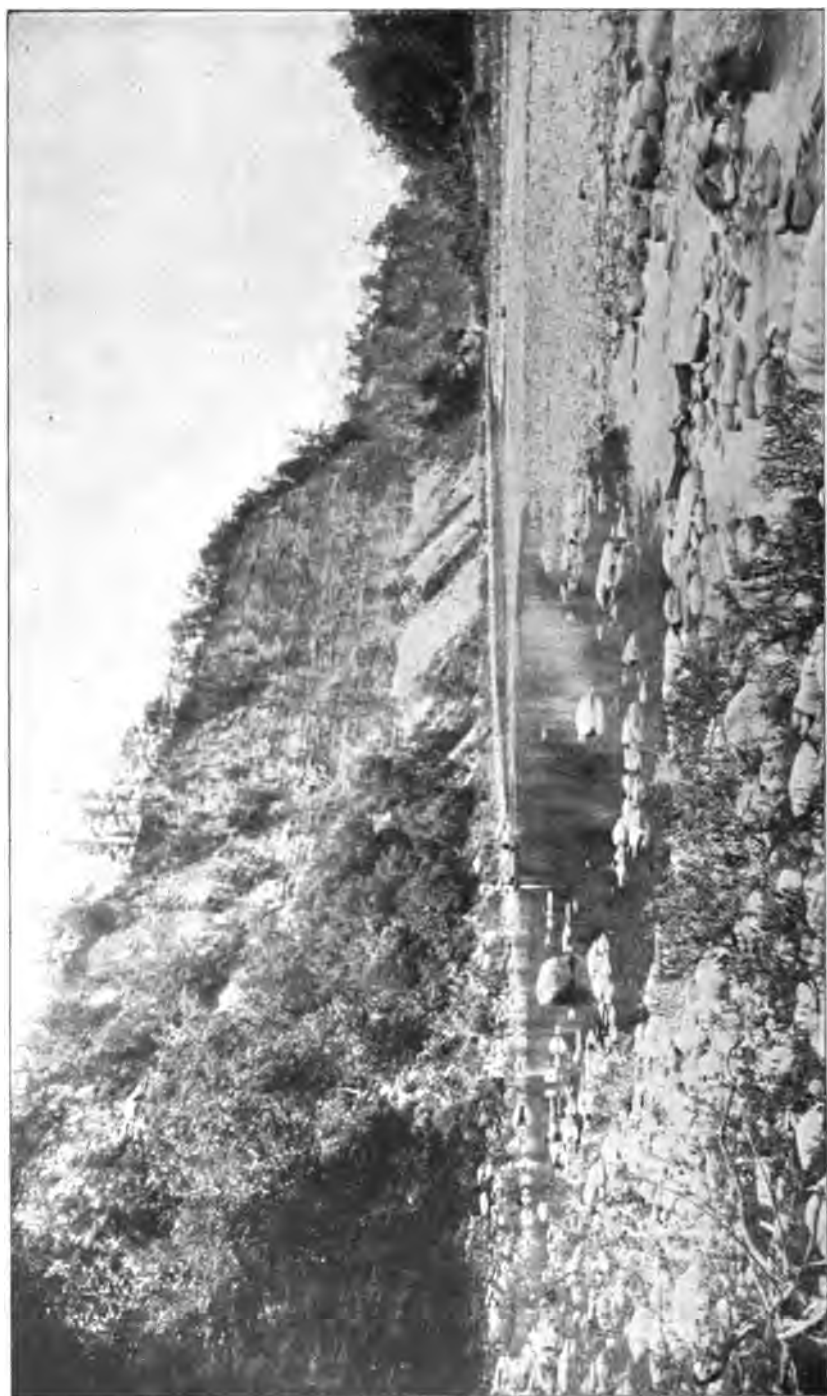
WEIGHT 18 to 22 POUNDS. TREAD $4\frac{1}{8}$ ACTUAL.

A GILT EDGE WHEEL.

PRICE \$100.

SEND FOR A CATALOGUE. —————

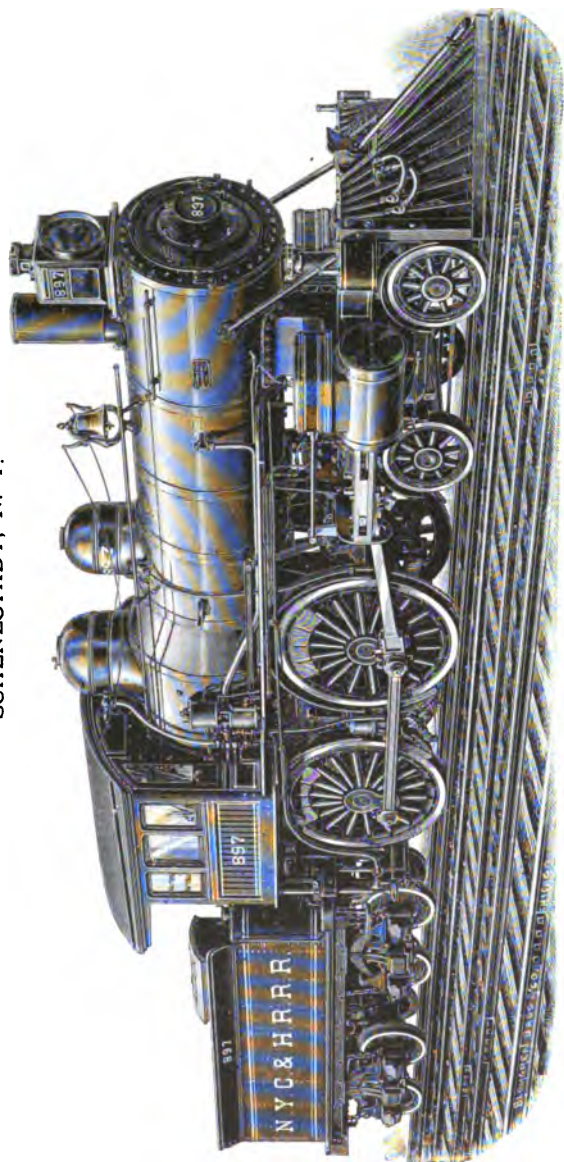
THE C. H. WOODRUFF CO.
ELGIN, ILLS.



SCHOHARIE CREEK, NEAR TRIBES HILL.—REACHED BY THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

SCHEENCTADY LOCOMOTIVE WORKS

SCHEENCTADY, N. Y.



NEW YORK CENTRAL & HUDSON RIVER R.R.

Locomotives of Standard Design for all Classes of Service, or from Designs furnished by Railroad Companies.
COMPOUND LOCOMOTIVES,

EDWARD ELLIS, President.
 WM. D. ELLIS, Vice-Pres't and Treasurer.
 A. P. STRONG, Secretary.
 ALBERT J. PRIN, Superintendent.

Showing an Economy of 15 to 25 per cent. in Fuel and Water.

Annual Capacity, 450.

Famous St. Lawrence River Skiffs.



Our famous St. Lawrence River Skiffs have gained so world wide renown that it is not necessary to comment upon them here to any extent, but we assure the public that we shall endeavor to keep them at their present standing, viz., the very best combined row and sail, or rowing skiff that is produced, for, as a skiff, it has no equal for ease in rowing, speed in sailing, comfort and staunchness. Until a few years ago we were the only firm who advertised or professed to build the St. Lawrence River Skiff, but their great popularity has caused many would-be imitators

who, for the most part, have produced cheap and worthless imitations not possessing any of the merits of the genuine and original famous St. Lawrence River Skiff of which we are the designers and builders. All hotel and other first-class boat livery should keep a fleet of our St. Lawrence River Livery Skiffs.

We build the famous St. Lawrence River Skiffs in all grades, from the low-priced livery class up to the highest possible mahogany finished grade. We build every class of pleasure craft from a canoe to a steam yacht. Our boats are all *high grade*. We do not aim to produce the lowest priced boats, but to give the *best possible value for money*. We make a specialty of RACING AND CRUISING SAIL YACHTS of the smaller and modern type. We keep in stock a full line of oars, paddles and boat fittings of all kinds. SAILS MADE TO ORDER.

We will mail to any address, on receipt of application, a copy of our 1895 Catalogue, which is very descriptive and fully illustrated.

St. Lawrence River Skiff, Canoe and Steam Launch Co.

CLAYTON, N. Y. (1000 ISLANDS.)

AGENTS FOR
NEW YORK, N. Y.

A. G. SPALDING & BROS.

16 BEEKMAN ST.

AGENTS FOR
CHICAGO, ILL.

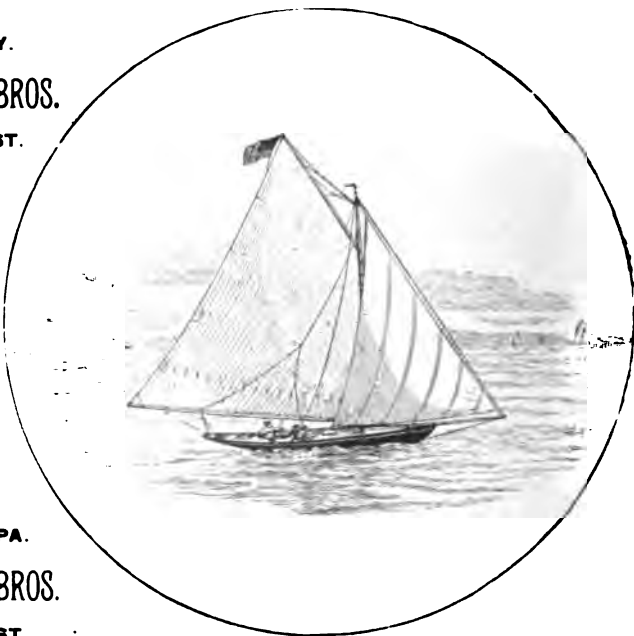
A. G. SPALDING & BROS.

149 WABASH AVE.

AGENTS FOR
PHILADELPHIA, PA.

A. G. SPALDING & BROS.

1216 CHESTNUT ST.





THE DEAN HOUSE, LAKE MAHOPAC, N. Y.

OPEN ABOUT JUNE 1st.

Occupies an ideal site on the westerly side of Lake Mahopac, in a Beautiful Lawn, Eight Acres in Extent, filled with large shade trees. The lawn has a gentle slope to the Lake Dock and Boat House, affording ample accommodations for croquet, tennis, hammocks, and playgrounds for children. The best accommodations for horses and carriages; a private bowling alley, billiard room, bathing house, and the best of boats. Table supplied with the best the market affords; fresh eggs, pure milk, cream, butter and vegetables from the Hotel farm. For terms, etc., apply to **A. H. Dean, Proprietor, "Dean House," Mahopac, N. Y.**



"Four-Track Series," Etching No. 5.—"Rounding the Nose, Mohawk Valley."

For a copy of our Illustrated Catalogue of the "Four-Track Series" books and etchings, send two 2-cent stamps to George H. Daniels, General Passenger Agent, Grand Central Station, New York.

"Empire State Express" Steel Pens

PEN 999 HAS THE RIGHT OF WAY ALL ALONG THE LINE.



A FEW FACTS ABOUT . . .

ENGINE No. 999.

This Engine beat the world's record May 10th, 1893—a mile in 32 seconds was made, equal to $112\frac{1}{2}$ miles an hour.

Diameter driving wheels, - - - 86 in.

Empire State Express Pens are second to none.

Diameter truck wheels, - - - 40 in.

Empire State Express Pens are record breakers.

Total length of boiler, - - - 26 ft. $4\frac{1}{8}$ in.

Empire State Express Pens are hand ground.

Weight of engine, - - - 124,000 lbs.

Pen 999, like the locomotive, makes graceful curves.

Total weight of engine and tender, - 204,000 lbs.

Pen 999, like the big engine, can be relied upon.

Extreme length of engine, - - - 39 ft. $6\frac{3}{4}$ in.

Pen 999 is the bankers' favorite. Try it.

Extreme height of engine to top of stack, 14 ft. 10 in.

Pens sent to any Bank or Business House in the United States, prepaid, on receipt of postal card.

. . . **PRICE \$1.25 PER GROSS** . . .

SEND FOR SAMPLES.

ROCHESTER PEN CO.,
ROCHESTER, N. Y.



KRUPP'S

No. 1 Wheel

**Patent Wrought Iron
Coil Disc Center,
Fitted with Steel Tire
and Retaining Rings.**

This wheel is no experiment, as after a thorough test it has been demonstrated to be the best, safest and most economical wheel in the market, there being over 150,000 of them in use.

The center of this wheel is made by taking a strip of iron, wider at the ends, and coiling it round a mandril and then forging it into shape by means of hydraulic dies, so that all centers of given sizes are interchangeable and indestructible, and can be re-tired in any railroad shop; and it is the only wheel in the market the center of which is made of **ONE** piece of wrought iron.

Parties intending ordering rolling stock would do well to insert in their specifications that Krupp's No. 1 Wheel be used, and thereby obtain a wheel which will give satisfaction.

THOMAS PROSSER & SON,

No. 15 Gold Street,

NEW YORK.



VIEW OF GARRISON'S, FROM WEST POINT.—ON THE LINE OF THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

THE
BUFFALO



LARGEST
ASSORTMENT
AND ABSOLUTELY
THE BEST.

Indestructible
Toys :: :: ::



THE POPULAR TOYS
BEAR THIS

An Unfailing Source of Delight for Children.



BE SURE AND ASK FOR THEM
AT YOUR DEALERS.

THE O. K. AIR BRAKE
ADJUSTER - - -

Patented Sept. 1, 1891,

INSURES THE MAXIMUM AIR PRESSURE ON THE BRAKE
SHOES AT ALL TIMES.

—Most Important of Modern Railroad Inventions.—

THE POOLEY COUPLER.

POSITIVELY AUTOMATIC.

Strong and Inexpensive in its Maintenance.

MANUFACTURED BY

PRATT & LETCHWORTH,

BUFFALO, N. Y.

A BETTER COCKTAIL AT HOME THAN IS SERVED
OVER ANY BAR IN THE WORLD. ALL READY
FOR USE AND REQUIRES NO MIXING.



THE CLUB ≈ COCKTAILS

MANHATTAN, MARTINI,
WHISKY, HOLLAND GIN,
TOM GIN, VERMOUTH AND YORK.

For the Mountains,
Camping Party,
Yacht, Picnic,
Fishing Party,
Summer Hotel,
or the Seashore.



We guarantee these COCKTAILS
to be made of absolutely pure and
well matured liquors, and the mixing equal to the best cocktails
served over any bar in the world.

Connoisseurs agree that of two cocktails made of the same
materials and proportions, the one which is aged must be the better.

For sale on the Dining and Buffet Cars of the principal rail-
roads of the United States.

➤ AVOID IMITATIONS. ➤

For Sale by all Druggists and Dealers.

G. F. HEUBLEIN & BRO., Sole Proprietors,
39 Broadway, New York, Hartford, Conn.,
and 20 Piccadilly, W., London, England.

HIGHEST AWARD
WORLD'S FAIR 1893.

DOWNTOWN DEPOT
SUBURUG. 159 FULTON ST. N.Y.

The Brunswick

Exact Size.

Perfecto.

THE LEADING HAVANA CIGAR of the United States. Sold in every State in the Union. Equal
to any imported cigar. We prefer you should buy of your dealer.
If he does not keep them, send \$1.00 for sample box of ten. Send money by registered mail.

JACOB STAHL, Jr., & CO., Makers, 168th St. and 3d Ave., New York City.

D. M. WILLIAMS & Co.,

125th Street and Third Avenue.

Silks, Dress Goods,



Upholstering,



House Furnishing,
Millinery

And General
Stock of Fancy Goods.

Prices always will compare with the Lowest.



"Four-Track Series," Etching No. 6.—"The Empire State Express."

For a copy of our Illustrated Catalogue of the "Four-Track Series" books and etchings, send two 2-cent stamps to George H. Daniels, General Passenger Agent, Grand Central Station, New York.

“What’s in a Name?”

MANY names seem inappropriate ; there are others that are prophetic ; of the latter class the New York Central furnishes a striking example.

It is the most **central** line on the American continent, one of the most popular passenger lines in the world, and is the route of the great Fast Mail trains between New York and New England, and Chicago and the West.

Its terminus in New York is the **center** of the metropolis.

For one hundred and fifty miles it runs along the Hudson, through or in sight of every town on either side of that historic river.

It runs through Poughkeepsie, where is located “Vassar,” the first great college devoted to the education of women.

It runs through the **center** of Albany, the capital of the Empire State.

It passes through the **center** of Troy, Schenectady and Amsterdam, three of the great manufacturing cities of New York.

It runs nearly one hundred miles along the Mohawk River, the **central** valley of the great State of New York.

It passes through the **center** of Utica, the **center** of one of the most delightful agricultural regions in the entire country.

From Utica the Adirondack Mountain Division runs through the **center** of the Adirondack region, on its way to Montreal, which is the financial **center** of the Dominion of Canada.


West from Utica it runs through the **center** of Rome and Syracuse, two of the seven great cities of the Empire State.

It runs through the **center** of Rochester, the “Flour City,” one of the great manufacturing cities of the United States.

It has three distinct lines running into, and a “Belt Line” running around, the city of Buffalo ; its main line passes through the **center** of that city, which is the sixth in commercial importance of the cities of the world.

Its western terminus is at Niagara Falls, which is the **center** of attraction for travelers from every country on the globe.

It connects at Buffalo with the great **central** lines of the continent, the Lake Shore & Michigan Southern and the Michigan Central Railroads, by magnificent through trains to Chicago, Cincinnati and St. Louis, the three great **central** cities of the United States.

WHAT 

ANHEUSER-BUSCH'S

Malt-Nutrine

TRADE MARK

DOES.

**Makes Blood and Tissue.
Aids Digestion.
Lends Strength to the Weak.
Triumphs Over Disease.**

**Nourishes the Convalescent.
Usurps the place of Nauseous Medicines.
Tends to Produce Refreshing Sleep.
Rests the Brain and Quiets the Nerves.
It is Invaluable to Nursing Mothers.
Nothing like it for Teething Children.
Enriches the Blood and Builds up the System.**

*It is an Unequalled Palatable
Table Tonic.*



Copyright by S. B. Shogren - Glen Falls, N. Y.

RAQUETTE LAKE, IN THE ADIRONDACK MOUNTAINS.—REACHED BY THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

SURBRUG'S Specialties for the Pipe

No one who smokes the Arcadia would ever attempt to describe its delights, for his pipe would be certain to go out. When he was at school, Jimmy Mogg-ridge smoked a cane-chair, and he has since said that from cane to ordinary mixtures was not so noticeable as the change from ordinary mixtures to the Arcadia. I ask no one to believe this, for the confirmed smoker in ARCADIA detests arguing with anybody about anything. Were I anxious to prove Jimmy's statement, I would merely give you the only address at which the ARCADIA is to be had. But that I will not do. It would be as rash as proposing a man with whom I am unacquainted for my club. You may not be worthy to smoke the ARCADIA MIXTURE.—Extract from "*My Lady Nicotine*," by J. M. Barrie.



Golden Sceptre.

A combination of Perique, Havana and North Carolina leaf, blended in such proportions as to form a mild, delicate mixture, yet with a rich, solid flavor.

We have made GOLDEN SCEPTURE since 1861, and have striven during that period to perfect a CHEAP mixture, and such is the popular verdict.

Surbrug's Golden Sceptre.

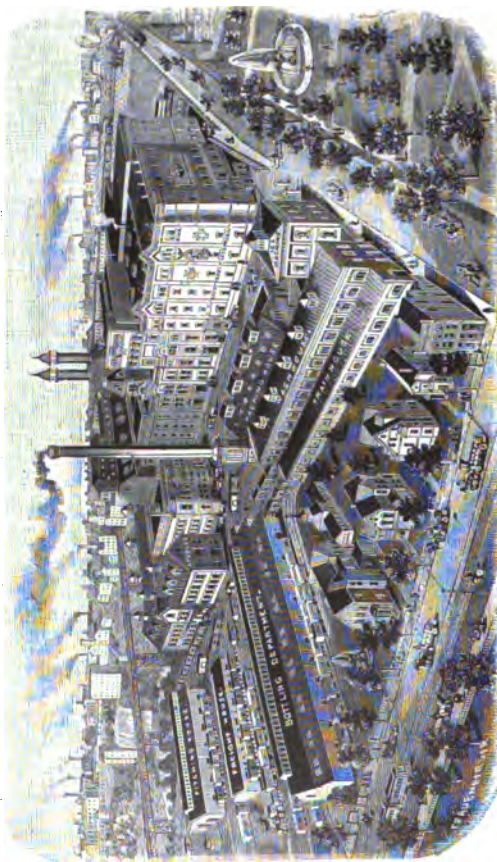
If You are a pipe smoker, we want YOU to try GOLDEN SCEPTRE — all the talk in the world will not convince as quickly as a trial that it is almost perfection. We will send, on receipt of ten cents, a sample to any address. **SURBRUG, 159 FULTON STREET, NEW YORK CITY.** Prices, GOLDEN SCEPTRE: 1 lb., \$1.30; ¼ lb., 40c. Postage paid. Send for pamphlet of our goods giving list of dealers who handle them.

Their well known Brands of

—BEER—

ARE FOR SALE

Bartholomay Brewing Co., Rochester, N. Y.



Capacity, 600,000 Barrels per Annum.

On all Dining Cars and Buffet Cars of the

NEW YORK CENTRAL & HUDSON RIVER RAILROAD

— Every Day of the Year.

NEW YORK CENTRAL & HUDSON RIVER R.R.

495

SANDERSON BROS. STEEL CO.

MANUFACTURERS

CRUCIBLE
STEEL
OF EVERY
DESCRIPTION.



FINE TOOL
STEEL
—A—
SPECIALTY.



SYRACUSE, N.Y.

OFFICE BASTABLE BLOCK.

WORKS COR. W. FAYETTE & MAGNOLIA STREETS.



"Four-Track Series," Etching No. 7.—"The Horse-Shoe Fall, Niagara."
For a copy of our Illustrated Catalogue of the "Four-Track Series" books and etchings,
send two 2-cent stamps to George H. Daniels, General Passenger Agent, Grand Central
Station, New York.



RAQUETTE LAKE, IN THE ADIRONDACK MOUNTAINS, - REACHED BY THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

SURBRUG'S Specialties for the Pipe

No one who smokes the Arcadia would ever attempt to describe its delights, for his pipe would be certain to go out. When he was at school, Jimmy Mogg-ridge smoked a cane-chair, and he has since said that from cane to ordinary mixtures was not so noticeable as the change from ordinary mixtures to the Arcadia. I ask no one to believe this, for the confirmed smoker in ARCADIA detests arguing with anybody about anything. Were I anxious to prove Jimmy's statement, I would merely give you the only address at which the ARCADIA is to be had. But that I will not do. It would be as rash as proposing a man with whom I am unacquainted for my club. You may not be worthy to smoke the ARCADIA MIXTURE.—*Extract from "My Lady Nicotine," by J. M. Barrie.*



Golden Sceptre.

A combination of Perique, Havana and North Carolina leaf, blended in such proportions as to form a mild, delicate mixture, yet with a rich, solid flavor.

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Surbrug's Golden Sceptre.

If You are a pipe smoker, we want YOU to try GOLDEN SCEPTRE — all the talk in the world will not convince as quickly as a trial that it is almost perfection. We will send, on receipt of ten cents, a sample to any address. **SURBRUG, 159 FULTON STREET, NEW YORK CITY.** Prices, GOLDEN SCEPTRE: 1 lb., \$1.30; ¼ lb., 40c. Postage paid. Send for pamphlet of our goods giving list of dealers who handle them.

Their well known Brands of

—BEER—

ARE FOR SALE

Bartholomay Brewing Co., Rochester, N. Y.



Capacity, 600,000 Barrels per Annum.

On all Dining Cars and Buffet Cars of the

NEW YORK CENTRAL & HUDSON RIVER RAILROAD

— Every Day of the Year.

SANDERSON BROS. STEEL CO.

MANUFACTURERS

CRUCIBLE
STEEL
OF EVERY
DESCRIPTION.



OFFICE BASTABLE BLOCK.



FINE TOOL
STEEL
—A—
SPECIALTY.



SYRACUSE, N.Y.

WORKS COR. W. FAYETTE & MAGNOLIA STREETS.



"Four-Track Series," Etching No. 7.—"The Horse-Shoe Fall, Niagara."

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A FEW REPRESENTATIVES OF THE PASSENGER DEPARTMENT OF THE NEW YORK CENTRAL, IN THE ADIRONDACKS, SEPTEMBER 9, 1893.

GALENA OILS

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